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ACCOUNTS AND PAPERS:

FORTY-FOUR VOLUMES.

— (10.) —

~~COLONIES AND BRITISH POSSESSIONS.~~

*Marriage with a deceased Wife's Sister.
Prison Discipline (Colonies)*

H. M. S. Vanguard

Session

8 February — 15 August 1876.

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ACCOUNTS AND PAPERS:

1876.

FORTY-FOUR VOLUMES:—CONTENTS OF THE TENTH VOLUME.

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MARRIAGE WITH A DECEASED WIFE'S SISTER (COLONIES).

RETURN to an Address of the Honourable The House of Commons,
dated 27 March 1876;—for,

“ COPY of the CORRESPONDENCE between Sir *Thomas Chambers* and the
Secretary of State for the Colonies on the Subject of the LAWS passed in
several of the COLONIES, and allowed by the IMPERIAL GOVERNMENT,
Legalising MARRIAGE with a DECEASED WIFE'S SISTER.”

Colonial Office, }
April 1876. }

J. LOWTHER.

(*Sir Thomas Chambers.*)

Ordered, by The House of Commons, to be Printed,
3 April 1876.

COPY of the CORRESPONDENCE between Sir *Thomas Chambers* and the Secretary of State for the Colonies on the Subject of the LAWS passed in several of the COLONIES, and allowed by the IMPERIAL GOVERNMENT, legalising MARRIAGE with a DECEASED WIFE'S SISTER.

No. 1.

Sir *Thomas Chambers*, M.P., to the Earl of *Carnarvon*.

No. 1.

Sir *Thomas Chambers*, M.P., to the Earl of *Carnarvon*.
28 June 1875.

My Lord,

House of Commons, 28 June 1875.

DOUBTS have arisen as to the effect of certain Acts of some of the Colonial Legislatures, legalising marriage with the sister of a deceased wife, which have received the sanction of the Crown; and I enclose herewith copies of opinions given upon the points raised.

As it is obvious that nothing can be more disastrous than that questions of legitimacy and inheritance should be left unsettled, to introduce strife and controversy into families, and to be decided years hence, after protracted and costly litigation, I have drafted a Bill designed to remove all such doubts, a copy of which I have the honour to enclose

It must be assumed that the Home Government, in advising the Crown to sanction the Colonial Acts, did so in perfect good faith, intending to give full validity in all respects to those marriages which might be contracted under them; whilst it is quite certain that the colonists confidently expected that every incident of a legal marriage would attach to those so sanctioned.

I cannot, therefore, anticipate any objection on your Lordship's part to the passing of a Bill the single object of which is to carry out that intention, by putting the offspring of such marriages on the same footing as regards inheritance, as well as in respect of legitimacy, as the children of marriages lawful in the mother country. The enclosed Bill aims at no more, and will effect no more; and I shall therefore be glad to learn that I may have the sanction and support of the Colonial Office in submitting it to the House of Commons.

I have, &c.

(signed) *Thomas Chambers*.

The Right Hon. the Earl of *Carnarvon*,
Principal Secretary of State.

Enclosures in No. 1.

MARRIAGE WITH A DECEASED WIFE'S SISTER.

CASE.

HEREWITH is left a print of an Act passed by the Legislature of South Australia, on the 11th December 1870, for legalising Marriage with a Deceased Wife's Sister in that province, and which received the Royal Assent on 30th March 1871.

Encls. in No. 1.

Your attention is particularly directed to the following Acts of the Imperial Parliament:—28 Henry VIII., c. 16, A.D. 1536, and 32 Henry VIII., c. 38, A.D. 1540; 5 & 6 Will. IV., c. 54, 1835, commonly known as Lord Lyndhurst's Act; 28 & 29 Vict. c. 63, 1865; and 28 & 29 Vict. c. 64, 1865.

Your attention is also directed to the case of "*Brook v. Brook*" and the decree of Sir Cresswell Cresswell, then (in 1858) a Justice of the Court of Common Pleas, and Vice Chancellor Sir John Stuart, (reported in *Law Journal*, N. S., *Equity*, vol. 27, p. 401, and 3 *Smale & Giffard*, 481).

Also to the report of an Appeal from their decree to the House of Lords, and to the judgments delivered thereon (9 *House of Lords Cases*, p. 193).

Also to the case of "*Fenton v. Livingstone*," decided in the Scottish Courts, in 1855-6. A report of this case is herewith.

Also to the report of an Appeal from this decree, and to the judgments delivered thereon of Lords Brougham, Cranworth, Wensleydale, and Chelmsford, 7 *Weekly Reporter*, p. 671, and 3 *Macqueen*, 497.

Herewith is also left a copy of the joint opinion of the Solicitor General, Sir George Jessel, Q.C., and Mr. Henry James, Q.C.

Having regard to the above-mentioned statutes, decrees, judgments, and joint opinion:

You are requested to advise:—

1st.—Whether the Act of the South Australian Legislature—legalising Marriage with a Deceased Wife's Sister in that province—is repugnant to any statute of the Imperial Parliament, which, expressly or by necessary intendment, applies to that Colony.

2nd.—Whether the statutes of 28 Henry VIII., c. 16, 1536, and 32 Henry VIII., c. 38, 1540; 5 & 6 William IV., c. 64, 1835, or any of them, apply to the Colony of South Australia.

3rd.—Assuming any one or more of these statutes to apply to the Colony of South Australia; whether the South Australian Act above referred to is repugnant to all or any of the above cited statutes, so as to be rendered wholly void or inoperative by the 28 & 29 Vict. c. 63.

4th.—Assuming that the South Australian Act above referred to, is not rendered void and inoperative within the limits of the Colony, by reason of repugnancy to 28 & 29 Vict. c. 63; whether it is rendered void and inoperative beyond the limits of the Colony of South Australia, under 28 & 29 Vict. c. 64.

OPINION.

1. I am of opinion that the Act of the South Australian Legislature—legalising Marriage with a Deceased Wife's Sister in that province—is not repugnant to any statute of the Imperial Parliament, which expressly or by necessary intendment applies to that Colony. The question to which I give this answer must of course have been meant to refer to the statute 28 & 29 Vict. c. 63, which declares the invalidity of Colonial laws, repugnant to Acts of Parliament, applying expressly or by necessary intendment to the respective Colonies; but, at the same time, declares that no Colonial law shall be invalid on the ground of any other kind of repugnancy to the law of England. It is, in my opinion, sufficient to bring these two declarations into juxtaposition, in order to show what was the nature of the distinction meant. In the necessary intendment—by which an Act of Parliament might apply to a Colony—there was not meant to be included any general inference, drawn from the authority of Parliament over all Colonies and all British subjects; for such an inference, if drawn at all, must be so equally in the case of every Act of Parliament which could, by any possibility, apply to the Colonies—that is, in the case of every Act not referring to a special institution, such, for example, as the Court of Chancery, and the result would be, that Colonial laws might be repugnant to all the common, but to no part of the statute law of England;—a distinction absurd in itself, easy to express if it had been really meant, and not easy to reconcile with the words which are clearly meant to prohibit repugnancy only to a certain class of Acts of Parliament, whatever that class may be. It follows that the Acts of Parliament referred to, as indeed the plain meaning of the words used requires, are those which expressly or by necessary intendment apply to one or more Colonies as such, and that those Acts of Parliament, for the application of which to the Colonies, nothing more can be said than that such application is not expressly excluded by them; and that

that they refer to no special institution not existing in the colonies—fall into that general law of England, to which, whether common or statute, colonial laws are permitted to be repugnant. Now all the English statutes relating to Marriage with a Deceased Wife's Sister belong to the latter class, and not to the former—none of them applies to any colony as such; and the inference by which, if at all, they could be applied to the colonies, would be no other than that which might be equally well drawn in the case of every Act of Parliament whatever, not referring to a special institution, an inference founded on the range of the authority of Parliament, and jumping without warrant from the existence of an authority to the intention to exercise it.

2. For the reasons given at length, in my answer to the first question, I am of opinion that the statutes, 28 Henry 8, c. 16, 32 Henry 8, c. 38, and 5 & 6 Will. 4, c. 64, never applied to the Colony of South Australia as such, and since the passing of the South Australian Act, legalising Marriage with a Deceased Wife's Sister, do not any longer apply to British subjects domiciled in that colony.

3. After my answers to the first and second questions, the third does not arise; but I may say, at the risk of repetition, that in my opinion, the South Australian Act referred to, is not rendered void or inoperative by the statute 28 & 29 Vict. c. 63.

4. The statute 28 & 29 Vict. c. 64, does not relate to colonial laws permitting any kind of marriages to be contracted, but to colonial laws establishing the validity of marriages contracted, that is, as more fully expressed in the preamble, previously contracted. Therefore it does not apply to that part of the South Australian law in question, which legalises marriages thereafter to be solemnised, but only to that part of it which makes valid marriages theretofore solemnised. Now, independently of statute 28 & 29 Vict. c. 64, the *ex post facto* law of any colony, or country, declaring the validity of marriages theretofore contracted within its territory, can have no operation beyond its territory, unless both the persons whose marriage is in question are domiciled subjects of the law at the date of its passing, nor even then can such a law defeat, beyond the territory, any rights which at the date of its passing may have already accrued to third persons not being also domiciled subjects of the same law. The *ex post facto* operation, out of South Australia, of the law of that colony now in question, being excluded from the benefit of the statute 28 & 29 Vict. c. 64, must be measured by these general principles as to the extra territorial operation of laws; and the operation of the same law as to marriages contracted in the colony after its date, is in no way interfered with by the statute 28 & 29 Vict. c. 64.

I ought not to conclude without mentioning that although, according to the principle established in "*Brook v. Brook*" (3 Smale & Giffard, 481, 9 House of Lords' Cases, 193), a marriage contracted in South Australia between a man and his deceased wife's sister, being domiciled there at the date of the marriage, will henceforth be recognised as valid in England, yet the issue of such a marriage will not, any more than before the passing of the colonial law in question, be able to inherit land in the United Kingdom. This arises from the cases of "*Birtwhistle v. Vardill*" (5 Barnewall & Cresswell, 438; 2 Clarke & Finnelly, 571), for England and Ireland; and "*Fenton v. Livingstone*" (3 Macqueen, 497) for Scotland; in which it has been held that, to inherit land, it is not enough to be the issue of married parents, but it is also necessary to be the issue of parents who would have been married if they had gone through the ceremony of marriage in the country where the land lies.

(signed) John Westlake,

29 November 1872.

Lincoln's Inn.

MARRIAGE WITH A DECEASED WIFE'S SISTER.

CASE.

HEREWITH is left a print of a Bill passed by the Legislature of South Australia, on the 11th December 1870, for legalizing Marriage with a Deceased Wife's Sister in that province, and which received the Royal Assent, 30th March 1871.

Herewith are also left prints of the two Acts of the Imperial Legislature, 28 & 29 Vict. c. 63, and 28 & 29 Vict. c. 64.

Questions have been mooted as to the effect of the Bill passed by the Legislature of South Australia, and as to its general efficacy in the Colony and elsewhere, in Her Majesty's dominions, having regard to Sections 2 and 3 of 28 & 29 Vict. c. 63, avoiding any Colonial law which is repugnant to any Act of Parliament extending to the Colonies, and to the extent of such repugnancy; and having regard also to Section 1 of the 28 & 29 Vict. c. 64, giving validity to marriages contracted in the Colonies, and sanctioned by their laws, within all parts of Her Majesty's dominions, unless at the time of the marriage either of the parties were, by the law of England, incompetent to contract the same.

The marriage of a man with the sister of his deceased wife having been held to be invalid by the law of England to British subjects, wherever resident, you are requested to advise:—

1. Whether the marriages in question are by the Colonial Act which has been passed with the Queen's consent, thereby rendered valid within the Colony of South Australia; and

2. Whether they are also rendered valid in other parts of Her Majesty's dominions; and generally to advise what is the effect of the Colonial Law referred to, taken in connection with the two cited Acts of the Imperial Parliament and the present state of the British Law on the subject.

OPINION.

1. We are of opinion that Marriages with a Deceased Wife's Sister, the contracting parties being domiciled within the colony of South Australia, are good and valid.

2. The solution of the second question placed before us for an opinion is mainly to be found in the judgments in the case of "*Brook v. Brook*" (9 H. of L., c. 193.) In that case two English subjects paid a temporary visit to Denmark, and effected a marriage within the prohibited degrees of affinity, it being a marriage with a deceased wife's sister. This was held to be a void marriage, and would have been voidable prior to the passing of 5 & 6 Will. 4, c. 54.

In delivering judgment in the Court of Chancery (27 L. C., ch. 401), Sir Cresswell Cresswell, dissenting from the views expressed by Justice Story (*Conflict of Laws*, 7th ed., p. 150), held that if the parties to the marriage had been Danish subjects the marriage would have been invalid in this country, on the ground that as by the law of this country the marriage was incestuous, no effect would be given to it here.

If this judgment were to be regarded as good law, we should have to answer the second question in the negative, and express an opinion that these marriages would be invalid out of the Colony of South Australia. But "*Brook v. Brook*" was carried to the House of Lords on appeal, and on the hearing of that appeal Lord Campbell (9 H. of L. C., p. 212) and Lord Cranworth (p. 226) appear to dissent from the views entertained by Sir Cresswell Cresswell, and express an opinion that if the marriage in that case had been between Danish subjects it would have been valid here; whilst, on the other hand, Lord Wensleydale (p. 242) concurs with Sir Cresswell Cresswell; and that learned judge expresses virtually a similar opinion in "*Fenton v. Livingstone*" (3 Macq., 497).

Having

Having to determine between these conflicting authorities, we incline to the opinion that our answer to this question should be in the affirmative, and that these marriages between persons domiciled in South Australia would be held valid by our Courts.

7 August 1872.

*G. Jessell.
Henry James.*

DRAFT OF A BILL.

WHEREAS doubts have arisen as to the status, and legitimacy, and rights of inheritance, and succession of children, whose parents have married in any British Colony where laws legalizing such marriages have been duly sanctioned by the Imperial Government, and it is just and expedient that such doubts should be removed.

Be it Enacted, that from and after the passing of this Act, marriages which have been, or may hereafter be so contracted, shall be, and be deemed to have been, good and valid to all intents and purposes in the United Kingdom, and the issue of such marriages shall have all such rights of inheritance, succession, and otherwise, as would have belonged to them had they been the issue of parents legally married in the United Kingdom.

No. 2.

Colonial Office to Sir *T. Chambers*, M.P.

Sir,

Downing-street, 8 July 1875.

I AM directed by the Earl of Carnarvon to acknowledge the receipt of your letter of the 28th ultimo,* inclosing a Draft Bill for removing doubts respecting the validity in the United Kingdom of marriage contracted between a widower and his deceased wife's sister in a British Colony where it may lawfully be performed, and inquiring whether you will have his Lordship's sanction and support in submitting the measure to the House of Commons.

It does not appear to Lord Carnarvon that there is any doubt with respect to the law on the subject, though it may be expected that questions of domicile will from time to time arise in connection with marriages of this nature celebrated in Colonies where they are legal. On the other hand, it appears to his Lordship that the proposed Act would have the effect of giving validity in the United Kingdom to marriages of this description entered into by residents in the United Kingdom who have simply made a trip to the Colony for the purpose of procuring celebration of the marriage, thereby evading the law of this country. I am, therefore, to state that such a consideration would, in his Lordship's opinion, effectually prevent the Secretary of State for the Colonies giving any sanction and support to such measure as you propose.

I have, &c.

(signed) *Robert G. W. Herbert.*

No. 2.
Colonial Office to
Sir *T. Chambers*,
M.P.
8 July 1875.

No. 3.

Sir *Thomas Chambers*, M.P., to the Earl of *Carnarvon*.

My Lord,

House of Commons, 11 August 1875.

I HAVE received the letter sent to me at your Lordship's request, in reply to one I addressed to your Lordship, inclosing the Draft of a Bill relating to marriage between a man and the sister of his deceased wife, contracted in Colonies where those marriages are legal.

No. 3.
Sir *T. Chambers*,
M.P., to the Earl
of *Carnarvon*.
11 August 1875.

After

* No. 1.

8 MARRIAGE WITH A DECEASED WIFE'S SISTER (COLONIES).

After careful consideration of this communication, I have come to the conclusion that the object and effect of the proposed Bill have been entirely misconceived. Two objections have been started to the measure. First, that no doubts exist as to the effect of the Colonial laws in question, and so no legislation is necessary. To this I reply, that even the status and legitimacy in the United Kingdom of the offspring of such marriages does not appear to me to be as clear and certain as in a matter of so much importance it should be; and, secondly, that upon decided cases it is quite plain that, for the purpose of inheritance in Scotland, the issue of such marriages would be deemed illegitimate.

The second objection urged against the Bill is, that "it would have the effect of giving validity in the United Kingdom to marriages of this description entered into by residents in the United Kingdom who have simply made a trip for the purpose of procuring celebration of the marriage, thereby evading the law of this country."

For this objection I respectfully submit there is not the smallest foundation, nor could the Bill have any effect of the kind supposed. It does not relate to any cases of marriage except those which may lawfully be contracted under the Acts in question; that is, contracted by persons legally subject to the Colonial law. To such unions it aims at giving full and perfect legal sanction for all purposes in the United Kingdom; but it cannot give validity to any marriage where the parties contracting it remain disqualified as British subjects, and who carry the personal disqualification with them wherever they go, until their English domicile is abandoned and a new one acquired.

If there is any expression in the Bill which even appears to aim at the object suggested, it may be modified to meet the scruples of objectors, or the language may be settled by the Law Officers of the Crown.

I have, &c.

(signed) *Thomas Chambers.*

The Right Honourable the Earl of Carnarvon,
&c. &c. &c.

No. 4.

Colonial Office to Sir *Thomas Chambers*, M.P.

No. 4.
Colonial Office to
Sir T. Chambers,
M.P.
10 Nov. 1875.

Sir,

Downing-street, 10 November 1875.

I AM directed by the Earl of Carnarvon to state that his Lordship has had under his consideration your further letter of the 11th August last,* on the subject of the Draft Bill prepared by you for removing doubts respecting the validity in the United Kingdom of marriage contracted between a widower and his deceased wife's sister in a British Colony where it may lawfully be performed.

2. Lord Carnarvon does not feel himself able to modify the opinion which he expressed with reference to this Bill in the letter addressed to you from this Department on the 8th July last.† His Lordship believes it to be true that the offspring of marriages with a deceased wife's sister in Colonies where such a marriage is legal, cannot inherit land in Scotland (nor, as his Lordship believes, in England), but it does not appear that there is any doubt about this state of the law, and it is not, in his opinion, desirable to alter or interpret the law so as to place the issue of such marriages, if contracted in the Colonies, in a better position in England, than the issue of similar marriages contracted at home.

3. The Law Officers of the Crown, whom Lord Carnarvon has thought it advisable to consult on the subject of your letter, have reported that his Lordship's views are correct, and that there is nothing in the existing law rendering an alteration in the direction contemplated by the Bill desirable.

I am, &c.

Sir Thomas Chambers, M.P.,
63, Gloucester-place, Portman-square.

(signed) *W. R. Malcolm.*

MARRIAGE WITH A DECEASED WIFE'S
SISTER (COLONIES).

COPY of the CORRESPONDENCE between Sir *Thomas Chambers* and the Secretary of State for the Colonies on the Subject of the Laws passed in several of the Colonies, and allowed by the IMPERIAL GOVERNMENT, Legalising MARRIAGE with a DECEASED WIFE'S SISTER.

(*Sir Thomas Chambers.*)

Ordered, by The House of Commons, to be Printed,
3 April 1876.

FURTHER PAPERS

RELATING TO THE

IMPROVEMENT OF PRISON DISCIPLINE

IN THE

COLONIES.

[In continuation of C. 1338 of 1875.]



Presented to both Houses of Parliament by Command of Her Majesty.

June 1876.

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FOR HER MAJESTY'S STATIONERY OFFICE.

1876.

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No. 1.

JAMAICA.

Further Papers relating to the Improvement of Prison Discipline in the Colonies.

JAMAICA.

No. 1.

Governor Sir W. Grey, K.C.S.I., to the Earl of Carnarvon.—(Received October 4.)

My Lord,

King's House, September 9, 1875.

I RECEIVED a few days back the telegraphic message entered on the margin.*

2. Until the receipt of this message I had not understood that your Lordship was expecting to receive a special Report from me on the result of the inquiry by the Commission of which the appointment was directed in Lord Kimberley's despatch of the 6th of March, 1872.

3. In reply to Sir John Grant's despatch of the 3rd of January, 1872, in which he had reported on the question whether he saw any prospect of being able to establish an improved system of prison discipline, including separation and penal labour, generally throughout the island, Lord Kimberley remarked that the prison system of Jamaica was still defective, inasmuch as the separate system had not yet been invariably and uniformly applied; and, after referring to the special evil which that system was calculated to prevent, Lord Kimberley suggested the propriety of appointing a Commission "to investigate the internal condition of the Jamaica prisons, with special reference to the question whether the associated system engenders depravity and tends to the permanent degradation of youthful and casual offenders."

4. Sir John Grant reported the appointment of this Commission in March 1873, and the Commissioners submitted their Report some little time after my arrival here last year.

5. The report is very discursive, and does not, I regret to say, deal at all fully or satisfactorily with the particular matter in connection with which its appointment was specially suggested. A complete copy of the Report and of its enclosures shall be forwarded for your Lordship's information by the next mail, but it may be convenient if I at once report on the subject of the separate system and on the question whether the associated system here "engenders depravity and tends to the permanent degradation of youthful and casual offenders."

6. As regards the latter point, there is not a word in the Commissioners' Report beyond the following very brief notice in paragraph 117:—"We are glad, however, to record that, although separation is so imperfectly carried out, the result of our inquiries has shown that there is no reason to believe that unnatural offences are at all prevalent." This may perhaps be accepted as satisfactory in so far as it may seem to negative the conclusion that the evil referred to prevails to any great extent, for had this been the case, the Commissioners would probably have been able to obtain some positive evidence of the evil. But it is impossible to feel satisfied that the evil does not exist at all, and there can be no doubt that the only sure and perfectly effectual means of preventing it is to put a stop to all association of prisoners during the night.

7. The following extracts from the report of the Commissioners will inform your Lordship how far the separate system has hitherto been established in this Colony:—

Paragraph 16.—"With regard to the site and general arrangement of the prison buildings, we may observe, that throughout the island we found them with a few exceptions in fair repairs; but before the separate system can be carried out in its integrity, nearly every prison in the island will have to be greatly enlarged or entirely rebuilt."

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* "Anxious to receive the Report of the Prison Commission, with your comments and recommendations. Papers preparing for Parliament."

Paragraph 18.—“The separation between the sexes is complete in all the prisons in the Colony, but it is much to be regretted that the separation of prisoners at night is not carried out completely in any of the prisons; indeed, except in the case of one or two of the smaller prisons it would be impossible to carry it out effectually without entirely reconstructing the whole of the prison buildings in the island. Thus, for instance, at the General Penitentiary the number of separate cells on the male side is 303, while the daily average number of prisoners in the year 1871-72 was 450, and this number has been largely exceeded in former years. This is the only prison in the island which was built with any view to carrying out the separation of prisoners. The original scheme was much more extensive, and if carried out, would have satisfied all ordinary requirements.”

Paragraph 116.—“Separation is not carried out, except in the General Penitentiary, to a certain extent, and it is obvious that it will be impossible to carry it out till the buildings are entirely reconstructed, except in the case of one or two of the smallest prisons, and there only on the supposition that the number of prisoners is not materially increased. In the General Penitentiary, during the year 1871-72, the daily average number of prisoners was 450, and the number of separate cells available at the outside 303. A new range of buildings is therefore required which ought to contain not less than 150 cells. There is room for such a range to be built without enlarging the area of the prison * * * *”

8. It will thus be seen that very much has to be done, and that a very large expenditure must be incurred before the separate system can be completely established. It is to be regretted that it has not been possible to advance by degrees, as regards the Penitentiary at least, towards the completion of the original scheme of that Institution, but the financial difficulties which prevailed here during so many years, added to the numerous other demands for expenditure on public works of importance, and in which the community have a more direct and immediate interest, have prevented the allotment of funds for the construction of new cells in the Penitentiary. I have requested General Mann to have an estimate prepared for a range of new cells, and I hope that something may be done during the next financial year.

9. No one can have a firmer belief than I have in the efficacy of the separate system, both for the special object above referred to and for its general influence in aid of an effective and a deterrent prison discipline, and also as regards its general good effect on the physical health of any body of men to whom it is applied. It cannot, however, be denied that the system is necessarily attended with a very heavy expenditure in the first instance, and it is therefore difficult to look forward to more than a very gradual extension of it in a Colony which is already burdened with a considerable debt, and in which the demands for progress in various directions are so far beyond the means which are available to meet them. Setting aside all question of such objects as railways and telegraphs, this Colony has in immediate prospect the necessity of a very heavy outlay in providing hospitals throughout the island, and in completing the arrangements contemplated by Sir John Grant in connection with the transfer of the seat of Government to Kingston, towards which, up to the present time, nothing has been done except the passing of Law 34 of 1872.

I have, &c.
(Signed) W. GREY.

No. 2.

Governor Sir W. Grey, K.C.S.I., to the Earl of Carnarvon.—(Received October 16.)

My Lord,

King's House, September 24, 1875.

IN continuation of my despatch of the 9th instant,* I have now the honour to transmit to your Lordship the accompanying copy of the Report, with inclosures, of the Commissioners appointed in March, 1873, by Sir John Grant, to inquire into, and report on the present condition and discipline of the penitentiaries, gaols, and prisons in this island.

I also forward an extract of a letter just received from the Director of Roads, which will show what is contemplated in regard to increased provision for the separate accommodation of prisoners in the Kingston Penitentiary.

I have, &c.
(Signed) W. GREY.

* No. 1.

Inclosure 1 in No. 2.

Report of the Commissioners on the Prison Enquiry, 1873.

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Sir,

Kingston, June 9, 1874.

We, the Commissioners appointed by your Excellency's predecessor to inquire into and report on the condition, management, and discipline of the penitentiaries, gaols, and prisons in this island, having visited all such penitentiaries and prisons, and having taken the evidence of such persons as we considered best able to supply us with the information we required, have now the honour to submit our Report for your Excellency's consideration.

Before entering into details, we think it right to state that during the whole of our inquiry we received every assistance, both from the public officers, and from such other gentlemen as we applied to, and we are especially indebted to Mr. Shaw, the Inspector of Prisons, who of his own accord accompanied us round the island, and did everything in his power to assist us in prosecuting our inquiries.

1. There are at present thirteen prisons in the Island, viz. :—

The General Penitentiary at Kingston, five district prisons, situate at

- (1.) Spanish Town, in the parish of Saint Catherine.
- (2.) Falmouth, in the parish of Trelawney.
- (3.) Mandeville, in the parish of Manchester.
- (4.) Lucea, in the parish of Hanover, and
- (5.) Port Maria, in the parish of Saint Mary.

Five short-term prisons, situate at

- (1.) Morant Bay, in the parish of Saint Thomas.
- (2.) Saint Ann's Bay, in the parish of Saint Ann's.
- (3.) Montego Bay, in the parish of Saint James.
- (4.) Black River, in the parish of Saint Elizabeth.
- (5.) Port Antonio, in the parish of Portland.

And two-county gaols, viz. :—

- (1.) The Middlesex and Surrey County Gaol, at Spanish Town.
- (2.) The Cornwall County Gaol, which is attached to and managed by the officers of the Falmouth District Prison.

There is also a reformatory for destitute children and juvenile offenders of both sexes at Stony Hill, about nine miles from Kingston.

2. Prisoners of both sexes sentenced to penal servitude are confined in the General Penitentiary, as well as all male prisoners whose sentence on a conviction exceeds twelve months;* male prisoners who are sentenced to twelve months' imprisonment may be sent either to the General Penitentiary or the local district prison, but no male prisoner whose term of imprisonment is less than twelve months can be committed to the General Penitentiary.

3. Female prisoners, however, from the Kingston Circuit and Kingston District Courts may be committed to the General Penitentiary without reference to the length of their imprisonment, the only other prison within the district to which female prisoners can be sent being the Morant Bay Short-Term Prison, to which no prisoner can be sentenced for more than sixty days.

4. One great improvement has taken place within the last few years with regard to the class of offenders committed to the General Penitentiary.

Up to the year 1867 prisoners committed for trifling offences by the police magistrate and Courts of Petty Sessions from Kingston, Port Royal, and Saint Andrew, were all sent to the Penitentiary. They are now sent, in pursuance of Law 40 of 1867, to the Saint Catherine District Prison, which not only to some extent relieves the overcrowding in the Penitentiary, but prevents the association which formerly took place between persons convicted of trivial offences and hardened criminals, and does away with the facility of communicating with friends outside, which the fact of short-sentenced prisoners constantly coming and going must have given the other convicts.

5. The district prisons receive first class misdemeanants, as defined by the "Prison Consolidated Act, 1856," sec. 39, prisoners sentenced with or without hard labour to any term of imprisonment not exceeding twelve months, including persons sentenced with the alternative of release on payment of a fine.

Debtors committed on a judgment summons under Law 26 of 1871, though prisoners of this class, unless sentenced to hard labour, are usually committed to one of the county gaols whenever the distance renders it practicable to do so.

Prisoners committed for trial at the district Courts, which are held monthly at most of their stations, are also detained in the district prisons, though as a rule prisoners committed for trial at the Circuit Courts are sent for detention to one or other of the county gaols, as are prisoners whose trial is adjourned from one District Court to another.

6. This practice of sending prisoners committed for trial to the county gaols instead of to the nearest district prison seems to us, in many cases, to work considerable hardship on prisoners committed for trial, and whose guilt or innocence must, of course, be considered as still problematical.

Thus, although there is a short-term prison in Black River, prisoners committed for trial from that place or from Industry Park are sent to the Cornwall County Gaol at Falmouth—a distance of 90 miles from Industry Park, and 70 miles from Black River; and it not unfrequently happens that they have scarcely arrived there before it becomes necessary to send them back again to be in time to take their trial at Black River.

This not only entails great hardship on untried prisoners, but throws a great amount of extra duty on the constabulary, and deprives the public of their services in the ordinary course of their duty, while considerable expense has to be incurred for the conveyance of prisoners who are unable to walk. So, again, prisoners committed for trial at the Circuit Court from Savanna-la-Mar and the surrounding district are sent for detention to the gaol at Falmouth, a distance of 54 miles, although they might well be detained at the Lucca District Prison, where there are separate wards and a separate yard for untried prisoners, and which is only 22 miles from Savanna-la-Mar.

7. Short-term prisons receive prisoners whose sentence does not exceed sixty days. In our own opinion, the usefulness of these institutions could be very much increased if the time was extended to ninety days.

8. By the amalgamation of the Surrey County Gaol at Kingston with the Middlesex County Gaol at Spanish Town, and the transfer of the Cornwall County Gaol from Montego Bay to part of the Falmouth District Prison—which has been set aside for the purpose—considerable saving has been effected, as may be easily imagined when it is stated that the average cost of each prisoner confined in the old Cornwall Gaol at Montego Bay was at the rate of 52*l.* per annum, while the increase in the number of prisoners sent to the Middlesex and Surrey County Gaol and Cornwall County Gaol at the Falmouth District Prison has been so small that it has not been necessary to increase the number of officers employed in either of these prisons.

* Law No. 40 of 1867, sec. 2.

9. Except in the case of the General Penitentiary, no record seems to have been preserved of the numbers which the different prisons were intended to contain. Several of the prisons have been altogether abandoned, and others diverted from their original purpose, either by having to serve for much larger districts than they were originally built for, or by being reduced to mere short-term prisons.

10. The actual average greatest and smallest number of prisoners confined in the several prisons during each of the last five years will appear from the annexed Return.

11. The principal law by which the Penitentiary and other prisons are controlled is the Prisons Consolidated Act, 1856. This law, after providing for the purchase of lands for prison purposes when found to be necessary, empowers the Governor to appoint, and, when necessary, to remove the officers of the General Penitentiary (a power extended to all other prisons by 28 Vic. cap. 22, sec. 5), to make rules and regulations, with the advice of the Privy Council, for the government of the several prisons, the classification, separation, instruction and employment of the prisoners, which rules and regulations have the force of law to remove prisoners sentenced for any felony or misdemeanor of the second class from one prison to another, and provides for the expenses of the prisons and the salaries of the officers.

12. The Act further provides for the appointment of official visitors to the General and Female Penitentiary by the Governor, and of visiting justices to the other prisons then existing by the justices of the peace for the parish in which the prison is situated in special sessions assembled. It defines the duties of the visiting justices, and gives power to any justice not being a visitor to enter into and examine every prison in the parish for which he is a justice of the peace, and to report any abuse to the Custos, who is therefore bound to summon a special session to consider the question. It gives the Inspector of Prisons full power to visit and inspect the prison, and to examine officers and prisoners, and all books and papers relating to any prisons, and provides for the maintenance of prisoners in the county gaols.

13. It lays down the duties of the Superintendents, and gives them power to punish minor prison offences by close confinement in the refractory and solitary cells, upon bread and water only, for any time not exceeding three days. It requires the surgeon to visit the prison every morning, and see every prisoner who is sick or in solitary or separate confinement, to see every prisoner twice at least in every week, to keep a daily journal, to send in a quarterly report, and perform the other duties specified in the schedule to the Act.

14. The expenses of the penitentiaries and prisons as well as the Reformatory are defrayed from the general revenue of the island, assisted in some instances by the earnings of the prisoners themselves. The earnings of the different prisoners and their respective costs will appear from the annexed Return, numbered 3.

15. It will be observed from these returns that the costs of maintaining a prisoner varies very much in the different prisons. This arises in part from the great difference in the price of food, more especially ground provisions and corn, in different parishes of the island, and the difficulty and delay in communicating between them, which prevents an equal scale of price being arrived at.

16. With regard to the site and general arrangement of the prison buildings, we may observe that throughout the island we found them, with a few exceptions, in fair repairs, but before the separate system can be carried out in its integrity, nearly every prison in the island will have to be greatly enlarged or entirely rebuilt.

17. The prisons were mostly built to meet much lower requirements than modern reforms necessitate. There is no record of any certification of the cells, though in the case of the prison last opened, that at Port Antonio, the Inspector of Prisons refused to allow the cells to be used in the state in which they were handed over to him by the Public Works Department, and insisted upon their being improved.

A minute description, with plans, of the several prisons will be found in the appendix.

18. The separation between the sexes is complete in all the prisons in the Colony, but it is much to be regretted that the separation of prisoners at night is not carried out completely in any of the prisons; indeed, except in the case of one or two of the smaller prisons, it would be impossible to carry it out effectually without entirely reconstructing the whole of the prison buildings in the island. Thus, for instance, at the General Penitentiary the number of separate cells in the male side is 303, while the daily average number of prisoners in the year 1871-72 was 450, and this number has been largely exceeded in former years. This is the only prison in the island which was

built with any view to carrying out the separation of prisoners. The original scheme was much more extensive, and if carried out would have satisfied all ordinary requirements. No attempt is made at separation during the hours of work or divine service. No unconvicted prisoners are detained in the General Penitentiary; in some of the remaining prisons they are wholly, in others only partially, separated from convicts during the day, but in all cases they are locked up in separate wards at night.

19. Solitary confinement can be inflicted by Courts of Law for certain offences, but it is believed that in practice it is seldom ordered.

Solitary confinement can also be inflicted for prison offences by the Superintendents of the different prisons who may order any offender to close confinement in the refractory or solitary cells for any time not exceeding three days,* or for such time not exceeding six days as a visiting justice shall by a written order determine. For the offences specified by section 53 of the same Act, two visiting justices, or any two justices of the peace of the parish in which the prison is situated may after an inquiry on oath order the offender to be punished by close confinement for any term not exceeding one month.

20. No special report is made of these punishments to the Inspector of Prisons or any other authority, but they are entered in the Superintendent's Journal, and when a prisoner is tried before official visitors or visiting justices, the notes of the charge, evidence, and sentence are recorded at length in the justices' book.

Penal Labour.

21. Penal labour, using the words as meaning labour by treadwheel, crank, or shot-drill, is now enforced in the Penitentiary and district prisons, but not in the short-term prisons. In the Penitentiary the treadmill has been in use since the year 1866, and the shot-drill since 1871. The treadmill is constructed to admit of 36 men being worked at a time, 24 on and 12 off. The class of prisoners selected for work on the wheel, and the rules under which they work, will be found in the Return 5.

22. Short drill has only recently been introduced in the prisons of the Colony; at present it is in use in the Penitentiary and in all the district prisons, though not in any of the short-term prisons. The manner in which it is carried out will appear from the Return 6.

We may observe that in some of the prisons the shot used are 24, and in others 32-pounders. We see no reason why this distinction should be made.

23. No prisoner is put to any penal labour without having been previously examined by the surgeon of the prison, and on any prisoner complaining of ill-health or inability to perform the labour exacted from him, he is taken off work till he can be examined by the surgeon. With these precautions we do not think that there is reason to suppose that any ill-effects follow the enforcement of labour, either on the treadmill or at shot-drill. We understand that since we visited the Penitentiary a crank has been introduced there which is intended to be principally used for the punishment of prison offences.

Whipping.

24. The punishment of whipping, as regards the Courts of Justice, was altogether abolished by the 4 Vict., c. 52, sec. 7. By the 19 Vict., c. 30, however, it was enacted that prisoners convicted of obeh or myalism might in addition to imprisonment with hard labour be sentenced to receive not exceeding 78 lashes (not more than 39 lashes to be inflicted at one time), and one month is to elapse between each infliction of punishment. Only one instance of a prisoner having been flogged under the Act has occurred the last five years.

25. By the 28 Vict., c. 18, sec. 2, as amended by 29 Vict., c. 7, sec. 1, and Law 4 of 1872, the judge of any circuit or district Court may in addition to the punishment authorized by law, sentence any male prisoner to be whipped on his second or subsequent conviction for any of the offences therein specified.

"Every second or subsequent conviction for stealing, destroying or damaging, with intent to steal, any cultivated plant, root, fruit or other vegetable production used for the food of man or beast, or for medicine, or for distillation, of dyeing, or for or in the course of any manufacture growing in any garden, orchard or provision ground, whether the same be inclosed or not, or in any cane, coffee or pimento field, stealing any horse, mare, gelding, or colt, filly, mule or ass, or any bull, cow, ox, heifer, or calf, or any

* Prison Act, 1856, sec. 28, clause 3.

ram, ewe, sheep or lamb, pig or goat, or wilfully killing any of such animals with intent to steal the carcass, skin, or any part thereof, or wilfully maiming any of the said animals, and for any second or subsequent conviction for stealing any domesticated animal, or any animal ordinarily used for human food, or feloniously receiving any such property or animals as aforesaid knowing them to have been stolen," and the words second or subsequent conviction are declared to include a conviction for any offence in the second section specified after a conviction for any offence therein also specified. The number of stripes and the instrument with which they are to be inflicted must be specified in the sentence. Convicts over the age of sixteen years may be sentenced to not more than 36 lashes with the ordinary cat-of-nine-tails. Convicts under 16 to not more than 18 stripes with a rod of tamarind or other switches.

26. The punishment must be inflicted in the prison in which the offender is detained, and in presence of the surgeon of the prison, or in the absence of some other duly qualified medical practitioner, who may if necessary interpose at any time and direct the postponement of the remainder of the sentence. He is also bound within seven days after the infliction of the punishment or any part thereof to furnish to the Governor a report of the condition of the convict, and whether the punishment has been wholly or partially inflicted, and the Governor has power either altogether to remit or to direct any further postponement of any sentence which has been partly executed. The cat in use in the General Penitentiary corresponds in every respect with the model cat sent out to this island from the Office of the Secretary of State for the Colonies.

27. It is believed that there is considerable reluctance on the part of some of the judges to exercise the powers thus conferred on them; but, with one or two exceptions, the witnesses who were examined before us, of whatever religious denomination, of whatever class in life, of whatever colour, from whatever part of the Colony, agreed in thinking that nothing short of the infliction of corporal punishment will put a stop to the crying evil of prædial larceny. A very strong instance of the growing prevalence of this opinion may be found in the evidence of Mr. William Wemyss Anderson, one of the oldest residents in the Colony, who describes himself as a negrophilist, and who, in fact, many years ago, took an active part in promoting the policy of emancipation. That gentleman states: "I have all my life been a negrophilist, but the conclusion I have arrived at is that there is now a prevalence of certain descriptions of crime which is undermining the prosperity of the country—I mean petty thefts. I know of one lady who had ninety goats stolen from her in St. Andrew's in a few months; and of another in the same parish who has had to sell her penn in consequence of all her stock being stolen. I think it has become necessary, and I say it with great regret, to give the judges power to order corporal punishment in these cases. The evil has become of such magnitude, and bears so hardly on poor people, especially women, that I think the deterrent is necessary."

Mr. Anderson's opinion as to the magnitude of the evil is certainly not unfounded. As an instance of what is going on all over the island, we subjoin an extract from the evidence of a very intelligent witness, Mr. Peter Moodie, whom we examined at Port Antonio, in the parish of Portland. Mr. Moodie has lived all his life in the parish, has held several public appointments, and is intimately acquainted with the district and its inhabitants. He purchases fruit largely from the peasantry for the American trade, and is also a large cultivator on his own account, so that he has means of information on the subject. He states that the stealing both of ground provisions and small stock is largely on the increase in the parish; that in the year 1870 he established a field of bananas near the town of Port Antonio, which he had to abandon in consequence of the larcenies committed on it. He adds: "I am largely engaged in the fruit trade, and in daily intercourse with the small settlers, who are always complaining of petty thefts by people of their own class and colour. They have fruit ready for shipment, and the night before the vessel is ready to load the whole field is robbed." He further states, that he considers detection almost impossible, as the fields are a long distance from the houses and surrounded by bush, and if a constable is watching a field, half-a-dozen of the gang of thieves are watching him. Again, the Rector of St. Ann's says, that he has been obliged to give up planting (ground provisions) because he was so robbed, and that he cannot even keep the breadfruits near his own house, and that no middle-class person can do any good by planting. Mr. Royes, the custos of St. Ann's, states that the stealing of fruit and canes is on the increase in that parish, and that though he has plenty of fruit-trees he is obliged to buy fruits; that he loses two-thirds of his cocoanuts, although the trees are supposed to be watched; and that the people plunder each other as much as they plunder the proprietors, or nearly so. These are not exceptional

cases; they only illustrate what is going on throughout the Colony, and the necessity for adopting strongly repressive measures to put a stop to it. The fact is that the ordinary negro cares very little for mere imprisonment, even with hard labour. In many instances he is better clothed, better lodged, and better fed than he would be outside the prison. Above all, imprisonment in his eyes and those of his friends involves no degradation. When he leaves the prison, he is received by his relatives and acquaintances, not as an offender who has disgraced his family, but as a friend to be welcomed and feasted; in fact, he is looked on more in the light of a martyr than a criminal. It is, therefore, only by making the actual punishment as deterrent as possible that a check can be put to crime. It is to be wished, rather than to be hoped, that the recent regulations for enforcing strictly penal labour during a part of every sentence may have a beneficial effect in this direction.

The system, however, has not been long enough in operation to enable us to hazard any opinion on this point. The number of floggings actually inflicted by sentences of Courts of Law during the years 1868 to 1872, inclusive, was forty-eight.

Industrial Labour.

28. Industrial and productive labour is carried out to a large extent in the General Penitentiary, though the strict enforcement of penal labour has of late detracted considerably from the profits made by the establishment.

The principal branch of industry is the ballasting of ships in Kingston Harbour, of which the Government has practically a monopoly. The ballast is supplied exclusively by convict labour from a quarry at Rock Fort, about four miles from the Penitentiary. In most cases vessels come alongside the pier at the ballast ground, from which to the quarry a tramway has been recently constructed; but in some cases the ballast is carried by vessels belonging to the Penitentiary to the anchorage at Kingston Harbour, or at Port Royal, and there placed on board the ships. Of these Penitentiary vessels there are four, three schooners and a cutter; they are, with the exception of the captain, manned exclusively by convicts, and are only employed in the conveyance of ballast or stone from the quarry, and occasionally in carrying gangs of prisoners to the Palisadoes. The Penitentiary has also a steam-launch recently imported 40 feet long, and of eight-horse power (nominal), working up to eighteen. She is used to tow the other vessels as occasion requires, but has no carrying capacity of her own. It is to be regretted that a vessel of greater steam power was not sent out, as she could have been worked by the same number of hands, and might have been profitably employed in taking vessels requiring ballast up to Rock Fort, or even as a steam-tug in towing ships between Port Royal and Kingston Harbour. This would not only have given a considerable profit to the Penitentiary, but would have been a great boon to the mercantile community of Kingston. In the year 1871, 25,029 tons of ballast were delivered from the quarry, the receipts for which were 2,075*l.*, and in the following year 19,883 tons were delivered, for which, owing to an increase in the price, 2,455*l.* were obtained.

29. Another source of income is derived from the brickyard, which consists of about five acres of land, separated from the Penitentiary by a public street, and communicated with by means of a tunnel running under the road. During the last year the quantity of bricks and tiles of all kinds made in the brickyard amounted to 532,864; 37,685 bushels of lime were also burnt in the yard, and the amount realized by the sale of these articles was to 2,727*l.* 19*s.* 1*d.*; a much larger quantity of bricks might have been disposed of, if there had been hands enough to make them.

30. The other remunerative industries carried on in the Penitentiary are stone-cutting, from which an income of 90*l.* 19*s.* 6*d.* was derived in the year 1872. Tailoring and shoemaking rendering a return of 223*l.* 1*s.*; carpenter work producing during the same period 152*l.* 15*s.* Brushmaking, on which only one man had been employed last year, from which 21*l.* 4*s.* was derived. Cooperage producing 235*l.* 2*s.* Blacksmith's and tinsmith's shops made during the same year 131*l.* 11*s.* 6*d.* There was also received for labour outside the prison, at the Palisade and at the Governor's residence at King's House, 730*l.* 1*s.* 4*d.* At the Palisades the convicts are employed in clearing the land for the cultivation of cocoa-nuts and senna, which promises at no distant date to be extremely remunerative. Another branch of industry, which conduces not only to the saving of expenditure but to preserving the health of the prisoners, is carried on by the seine fishery, for which purpose three canoes are from time to time employed. During the last year 22,663 lbs. of fish were caught and served out to the prisoners, under

the direction of the surgeon, in lieu of salt fish, which forms part of the usual prison diet. Some pigs are also kept on the Palisades, which are fed from the kitchen refuse of the Penitentiary, and from which, during the year 1872, 694 lbs. of pork were supplied for the use of the Institution.

31. A cornmill is attached to the treadmill, by which about four barrels of country corn is ground daily, which is almost entirely consumed in the Penitentiary itself, the Saint Catherine district prison, and the Middlesex and Surrey County Gaol. It is alleged that there is a prejudice on the part of the general public against meal ground in the Penitentiary, although, in fact, it is fully equal, if not superior, to any which can be obtained elsewhere.

32. It appears that the Penitentiary enter into an annual contract for the supply of corn at a fixed price throughout the year, by which means, as they are large consumers, the article is obtained at a less cost than would otherwise be the case, the contract price for the year of 1872 being only 5s. 5d. per bushel. From the evidence adduced, it appears that for some time past your Excellency's predecessor's private secretaries obtained corn for the use of his establishment from the Penitentiary at the contract price, and in addition the corn has been carted to Gordon Town, a distance of nine miles, in the Penitentiary carts, at the expense of the Institution.

This branch of industry, therefore, can hardly be considered as remunerative, and we feel sure that it only needed to be brought to your Excellency's predecessor's knowledge to have insured instructions being given to discontinue the practice.

33. We would here recommend, with a view to meeting the want of skilled labourers, that prisoners sentenced to long terms of imprisonment be taught some useful trade, so that on the termination of their sentence they might, if inclined, be able readily to find employment.

34. On the female side of the Penitentiary, washing clothes and beating coir is the only labour enforced. Washing is performed by the prisoners for the Royal Mail Company's steamers, the hospitals at Kingston and Port Royal, for the soldiers stationed at the latter place, and at camp. The returns from this industry during the year 1872 amounted to 395*l.* 5*s.* 11*d.*

35. No prisoners in any prison of the island are allowed by the regulations to work for the officers or the gaolers, and we have no reason to think that these regulations have not been carried out.

36. As before intimated, male prisoners from the General Penitentiary are employed outside the prison at the quarry at Rock Fort, at the Palisades, and on board the vessels belonging to the institution. In addition to this, they drive the carts employed in delivering goods sold or clothes washed in the penitentiary. No private persons are allowed to hire the labour of convicts from the penitentiary.

37. With reference to the District Prison, it appears that at Mandeville, until a recent period, the prisoners were hired out to perform work, such as cleaning pastures, &c., for private individuals. Recently, this practice has been put a stop to, and they are only employed without the walls in repairing the public roads. Of the main roads which are repaired under the immediate supervision of the Road Department, and at the expense of the general revenue, ten miles are kept in order by the labour of these prisoners, under a contract with Government, by which the prison is credited with a sum of 150*l.* per annum. Prisoners are also occasionally employed on the parochial roads, and the sum of 8*d.* per diem is paid by the parochial authorities for each prisoner.

38. At Lucea, the prisoners repair nine miles of main roads, for six of which the prison is credited 15*l.* per mile, and for the remaining three 18*l.* per mile.

39. At Falmouth, ten miles of main road are kept in order by the convicts, for which 15*l.* a-mile is credited to the prison. The prisoners are also employed in cleaning and repairing the streets of Falmouth, for which no remuneration is received by the prison, though there seems no reason why, if the inhabitants avail themselves of prison labour, they should not be called upon to pay for it. It may be mentioned that, during the last few years, the prisoners, under the energetic supervision of the present Superintendent (Mr. Kidd), have been most usefully employed in filling-up a pestilential swamp in the neighbourhood of the town and immediately opposite the prison, the sanitary condition of which must have been much improved in consequence. Several roads and bridges have also been constructed by prison labour in the former site of this swamp.

40. Saint Mary's Prison keeps up, by the labour of the prisoners, six miles of main road, for which the prison is credited by Government for the sum of 102*l.* In consequence of the utterly insufficient size of the yard in this prison, numbers of the

prisoners have to be worked outside at their ordinary occupation of coir-beating and stone-breaking.

41. The only other prison from which convicts are sent to work outside is the Saint Catherine District Prison at Spanish Town; they also are worked on the main roads and in the streets of the town. Females are never worked outside, nor are prisoners committed with or without hard labour, or in default of payment of a fine. Before quitting this part of the subject, we beg to express our very strong conviction that, except in the case of the General Penitentiary, where the prisoners working at the quarry or the palisades can be kept under control and isolated, the system of working outside the prison-walls ought to be at once abolished. The sub-officers in charge removed from the immediate observation of the Superintendent are apt either to abuse their power or to neglect their duty. No one who has seen these gangs on the road can doubt that labour as a rule is not really enforced; the convicts, very imperfectly guarded, have opportunities of communicating with their friends, and of receiving presents from them; and even supposing the vigilance of the sub-officers in charge to be far greater than it is, it would be almost impossible for them to prevent the escape of prisoners, who are frequently working along a road densely lined on each side with thick bush. The average negro cares so little for the mere degradation of imprisonment, that the exposure to the public gaze does not counterbalance these disadvantages; in fact, we think that the sight of a gang of men, supposed to be undergoing punishment, idling away their time in the roads, tends very much to diminish the dread of imprisonment, which it is so desirable to impress upon the population.

42. The productive labour carried on within the walls of the district and short term prisons is necessarily limited partly from the want of efficient instructors and partly from the short time for which most of the prisoners are confined in these Institutions. Stone breaking is carried on in all the prisons, but the stones so broken are for the most part used on the roads which the prisons have contracted to repair. Coir beaking has also been introduced into most of the prisons, both district and short term. We cannot, however, help observing that as a general rule sufficient care is not taken to ascertain the actual amount of work done by each prisoner (especially in stone-breaking), or to render the task imposed proportionate to the individual prisoner's strength.

43. A Return of the amount earned outside by each prison will be found in the Appendix marked 7.

44. Prisoners confined in cells for breaches of prison discipline are allowed half an hour's exercise in the morning and the same in the evening, unless the surgeon gives orders that the time should be extended. No particular routine seems to be enforced, the prisoners are merely turned out into the yard, and allowed to walk or lounge about as they please. Prisoners committed for trial, or on judgment summons without hard labour, are allowed the unrestricted use of the yard during the whole day.

Dietary.

45. The scale of dietary for the Penitentiary and other prisons was framed by the Governor in Privy Council. With one exception the medical men examined by us agree in stating that the scale is sufficient, and certainly the appearance of the prisoners fully justifies their opinion in the case of native prisoners. With reference to the white military and naval prisoners confined in the Penitentiary, we feel some difficulty in giving an opinion, for while it appears that the military prisoners improve in condition during their term of imprisonment, and complaints have been in fact made by the military authorities that their treatment is not severe enough, the naval authorities complain that their prisoners suffer so much from insufficient diet that they generally return unfit for duty, in a debilitated condition and suffering from bowel complaints.

46. As a Special Commission of medical men selected from both services and island medical practitioners has been since our sitting inquiring into this question, it is to be hoped that any deficiency which may exist in the diet scale will be remedied.

47. The scales of diet in use in the Penitentiary and in the district prisons are annexed, from which it will be seen that in consequence of the longer terms for which prisoners are committed to the General Penitentiary, the dietary is more liberal. We beg, however, to call attention to the fact that a prisoner committed for twelve months may be sent to the district prison, or to the Penitentiary, and that in the one case he

receives a higher scale of dietary than in the other. We do not see any reason for this distinction.

48. Beds, in the English sense of the word, are not in use in any of the prisons in the island. In the associated wards of all the prisons there are guard-beds, *i.e.*, inclined planes of wood, on which the prisoners sleep without any other bedding than a rug. In the cells they sleep on the floor, every prisoner being supplied with a rug. This seems rather hard to English notions, but the fact is that very few of the class of people from which the prisoners are drawn here have, or wish to have, any better accommodation at home.

49. The hours allowed for sleep during the long days extending from the 1st of April to the 30th of September, are ten hours and thirty minutes, and during the short days, eleven hours and thirty minutes. The number of hours allowed for sleep appears long when compared with the English scale, but it must be remembered that the English regulations cannot be enforced in this latitude, in consequence of the difference of the length of daylight. We, however, think that in the General Penitentiary and some of the larger prisons, a night school might be advantageously established without any great addition to the staff of officers. Whilst on the subject of time, we beg to recommend that clocks be provided in all the prisons, as the length of time allowed for breakfast, &c., is now very irregular.

50. The old Insolvency Laws are now abolished, and the "English Bankruptcy Laws," 32 and 33 Vict., secs. 62—71 and 83, have been in substance adopted in this Colony. No prisoner therefore can be imprisoned for debt, except in the case of fraud, or in the event of its being proved to the satisfaction of the judge that he is about to leave the island. The old Insolvency Laws of the island have been repealed by the Island Law 25 of 1871, which is, in effect, a mere transcript of the English Bankruptcy Law, 22 and 23 Vict., c. 71, so that a debtor cannot now be sent to prison except on a conviction for fraud or for contempt of court.

51. Imbecile or maniacal prisoners are not detained in the prisons, but are at once sent to the Kingston Lunatic Asylum.

52. Criminal children may be sent to the Reformatory at Stony Hill, and detained there up to the age of sixteen. As our observations on the Reformatory will appear at a later part of this Report, we do not think it necessary here to enter fully on the subject of the treatment of criminal children. We may observe, however, that, in our opinion, sufficient advantage has not been taken of this excellent Institution in some of the more distant parishes, and that children under the age of 15 years, who might have benefited by the useful training which would have been afforded them at the Reformatory, are not unfrequently committed for trifling offences to the district or Short-Term Prison, where they are subject to all the contaminating influences which arise from association with old criminals.

53. No especial provision is made by law for the care of children born in prison. These children, as well as very young children who are brought in by their mothers, are supported at the expense of the prison, and seem to be very well cared for, the surgeon ordering such food for them as he thinks necessary.

Separation.

54. The separation of male and female prisoners is complete in all the prisons of the island, except during divine service. At the General Penitentiary there is a partition which entirely divides the male from the female prisoners, and there is also a separate entrance for the latter.

55. In all cases prisoners are attended by warders of their own sex.

Official Visitors.

56. By the 5th section of the 28 Vict., cap. 22, the appointment and removal of all prison officers is vested in the Governor of the Island, who also has the power of appointing any justice of the peace as official visitor to the General Penitentiary. By the 18th sec. of the "Prison Consolidated Act 1856," supplemented by the 3rd sec. of the 24 Vict. cap. 22, and the 4th sec. of the 28 Vict., cap. 22, the justices of the peace for the different parishes in which prisons are situated are empowered to nominate in special sessions two or more justices of the peace to be visitors of the prison. This last law seems to have become a dead letter, as no such appointments have been made for years past with the exception of the official visitors at the General Penitentiary.

Any justice, however, without being appointed a visitor, may enter and examine any prison of the parish for which he is a justice of the peace whenever he thinks fit,* and any two justices of the peace of the parish have power to inquire into and punish prison offences. On the whole, we think that, although the appointments of visiting justices have not been made as the law requires, the interests of the prisons have not practically suffered as in every parish; with the exception of Hanover, magistrates, have always been found ready to visit and inspect the prisons and discharge such duties as may be required of them.

57. The duties of the visiting justices will be found laid down in the 18th and 19th sections of the "Prison Consolidated Act, 1846," and in the schedule in that Act, which also states with considerable minuteness the duties of the other officials. As to the General Penitentiary, there are at present only four official visitors, and one of these gentlemen has not attended for some time past, while of the remaining three, two are unable to spare time to carry out the rule that the Penitentiary shall be visited by an official visitor every day. We scarcely think it necessary that this rule should be strictly carried out, or, to put it more correctly, we think the rule might be modified; but it is obviously very objectionable that delay should take place on the trial of prisoners for prison offences, and we therefore beg to recommend that the number of official visitors be increased; it would, we think, be desirable that the official visitors should be selected for the most part from the magistrates of the parish who are not holding official appointments; we fear, however, that there would be some disinclination on the part of most of these gentlemen to give their time for the purpose. One of the present official visitors suggested in his evidence that the office should be made a paid one, but we do not approve of his suggestion, as we do not think the official visitors ought to be persons who derive any emolument from the Institution.

58. If a sufficient number of the justices of the parish of Kingston cannot be induced to act, the only course left open would seem to be to request a certain number of Government officials to act in their turns, taking care that the number appointed is sufficient to prevent the duty falling too heavily upon any one of them.

Accounts.

59. All the prison accounts are audited by the Auditor-General of the Colony, those for the district and short-term prisons monthly, and those for the Penitentiary quarterly. Previously to being forwarded to the Auditor-General, they are checked by the Inspector of Prisons, who at the beginning of each month advances to the Superintendent of each prison, with the exception of the Penitentiary, an amount calculated to be sufficient to defray the month's expenses. This is the only money which passes through the Inspector's hands. The accounts of the district and short-term prisons are kept by the Superintendents, who furnish a monthly account to the Inspector of Prisons. This officer also makes the necessary purchase of food for the use of the prison as occasion requires. Wherever it is practicable to obtain vouchers, vouchers are required and sent in, but as a great portion of the provisions are necessarily bought in small quantities from the peasantry in the market, no vouchers can be obtained for them. The Inspector of Prisons states in his evidence that the accounts are wonderfully correct, and that a great saving has been effected by abolishing the system which previously existed of supplying by contractors.

Clothing.

60. The clothing for the other prisons is all made in the General Penitentiary.

Stores.

61. The Superintendent of the several prisons has sole charge of the stores and is responsible for them.

62. In the General Penitentiary clerks are employed who, among other duties, keep the accounts of the Institution, all of which are checked and signed by the Superintendent, and submitted to the Inspector of Prisons and forwarded to the Auditor-General. There is also in the General Penitentiary a storekeeper, whose duty it is to receive and issue all prison stores and clothing, and who has charge of all the prisoners' effects. He issues the rations of each day on the requisition of the Superintendent, or

* Prison Act, 1856, sec. 20.

in his absence of the chief clerk. These rations are supplied by contract, which in the case of so large an establishment is unavoidable.

63. Some difficulty has arisen between the military officers and the authorities of the Penitentiary as to the keeping of soldiers' kits, which are alleged to have been injured during the term of imprisonment. As a soldier sentenced to the Penitentiary wears the prison dress, we see no reason why his kit should be sent with him, and we recommend that in future this practice be discontinued.

64. The various articles manufactured in the Penitentiary are under the charge of a salesman, who disposes of them for the best price obtainable. All his transactions seem to be accurately entered in the books of the Institution.

Instruction.—Religious Services.

65. The provisions made for instruction and religious services are of the most meagre description, if, indeed, they can be said practically to exist at all. In none of the prisons, except the General Penitentiary, is any provision made for instruction properly so called, whether secular or religious. In the Penitentiary, in which upwards of four hundred prisoners are at present confined, there is a person who by courtesy is called "The Schoolmaster." His office was altogether abolished in 1869, but was nominally re-established in 1872. His duties, as described by himself, are as follows:—

"I read prayers every morning at 10 o'clock at the male chapel. At 10.10 I teach the juveniles for 30 minutes, then I go the male hospital for about 5 minutes, and at 11 I read prayers in the female chapel for 10 minutes, then I teach such of the females as wish to come for 30 minutes." It appears, therefore, that the time actually employed by the schoolmaster in teaching is only one hour every day. By juveniles are meant boys under seventeen years of age, of whom there are now only six in the Penitentiary, and it will be observed that none of the other male prisoners are allowed to profit by the schoolmaster's instructions. About eleven women attend school daily out of about forty female prisoners, and this is probably as much as can be expected in this country, as their attendance is not compulsory. During the remainder of the day the schoolmaster is employed as a clerk in the Penitentiary office. We think that, although the hours of labour ought not to be unduly interfered with, there would be no difficulty in holding a school between the hours of 6 and 8 in the evening for such well-conducted prisoners as might be willing to avail themselves of it. Such a school was proposed by the present Inspector of Prisons in a letter to the Colonial Secretary in February 1870, but no notice was taken of the suggestion. The chapel, which is not a consecrated building, might be used for this purpose.

Chaplain.

66. By the "Prison Consolidated Act, 1856," 20 Vic., c. 21, sec. 2, power was given to the Governor to appoint a chaplain for the Penitentiary, and further by clause 7 of the same section, to appoint to each prison in which there should be generally confined one hundred prisoners or upwards, a chaplain, who should be a clergyman of the Established Church of England duly licensed by the Bishop; and by the 30th section of the same Act, it was enacted that the island curates should attend at the prisons in their several parishes to which no chaplain had been appointed, and perform Divine Service and afford religious instruction to the prisoners confined therein at such time and in such manner as the Governor should direct, so as not to neglect their other parochial duties.

67. We are not aware that any chaplains were appointed under this law to any prisons except the Penitentiary, neither were any rules framed under it for the guidance of island curates; but the duties of chaplain were defined by the 35th section of the "Prison Consolidated Act, 1856," coupled with the rules laid down under the head "Chaplain," in "Schedule A" to the Act; and it will be seen that the chaplain, besides other duties, was bound to perform morning and evening service, and preach a sermon on every Sunday, Christmas Day, and Good Friday, to read prayers daily, to see and admonish every prisoner on his admission and discharge, to see every prisoner apart from other prisoners once a month, to visit the hospital and sick daily, to visit frequently every room and cell occupied by prisoners, to attend any prisoner who might require his spiritual advice, to superintend the schools, and to keep a journal, in which he was to enter his attendances and any observations which he might think proper to make. In fact, so far as the law and rules went, every

reasonable provision was made for the spiritual instruction of the inmates of those prisons to which a chaplain was attached. Since the disendowment of the Church of England in this Colony, the office of chaplain to the Penitentiary has been abolished, and there is at present no minister of any religious denomination who has sole charge of the Penitentiary. There is, however, a body of ministers of various denominations, exclusive of the Anglican, who perform service in rotation at the Penitentiary every Sunday afternoon, who, in fact, to use the language of some of their own number, form a kind of "Co-operative chaplaincy." These gentlemen are paid a guinea each for such service they perform on Sundays, and those Sunday services seem to have been regularly performed. They have also agreed among themselves that the minister who does the Sunday duty shall visit the Penitentiary on the following Wednesday. Out of eight gentlemen, however, who constitute the co-operative chaplaincy, only three have attended on week days, and then only for about an hour at a time. No payment is made for these week-day visits.

68. Independently of these gentlemen, Mr. Pierce, a clergyman of the Disestablished Church of England, occasionally assisted by other clergymen of that denomination, voluntarily performs service at 10 o'clock every Sunday morning, and visits the sick when called upon. No remuneration is received by the clergyman of the Church of England for these services. The priests of the Roman Catholic Church also visit the prisoners of their denomination, of whom there are about thirty in the Penitentiary, but hold no regular services.

69. We venture to recommend strongly the establishment of the office of chaplain to the Penitentiary, and the appointment of some clergyman who can devote his whole time to the prisoners placed under his spiritual care. Nobody we suppose will dispute that so large a number of prisoners, many of whom are sentenced to imprisonment for life, ought not to be left without proper religious instruction. We cannot see how a body of ministers, who merely perform a single service in rotation on Sundays, and attend at rare and uncertain intervals for a single hour during the week, can exercise the same influence for good over the minds of the prisoners as a chaplain whose business it is to be in daily and hourly communication with them, and who would have the opportunity of gaining their confidence and of ascertaining their several characters and dispositions.

70. Father Hathway, who for several years visited the Roman Catholic prisoners in Millbank and Tothill Fields Prison puts this point very forcibly in his evidence. He says, "I think a man who goes about the prisoners and obtains moral influence over them would do more good than all the preaching in the world; I say so from my own experience, because at Millbank, when I was merely allowed to preach twice a week, very little was done; but when I was allowed to go and speak to the people in private, a great deal of good was done, and the Government Inspector reported that there was an immense improvement in the very first year; for permanent reformation, nothing can supply the moral influence of a man whom the prisoners know and feel to be their friend." We entirely agree to this opinion of Father Hathway, who has evidently bestowed much thought on and is well acquainted with the subject.

71. With regard to the other prisons, we regret to say, that with a few exceptions, the clergy and ministers of all denominations have shown themselves lamentably indifferent to the spiritual welfare of the prisoners. No doubt prisoners condemned to death have not been left without spiritual existence, but the following detail will show how little is done in ordinary cases for the religious instruction and reformation of the convicts.

72. At Mandeville, the rector of the parish and his curate perform service once every Sunday, and visit the sick when sent for. There is a room set apart for a chapel, but it is ill-adapted for the purpose, and altogether too small.

73. The prison at Black River, which was re-opened in March 1869, seems never to be visited by any minister. The Superintendent reads prayers every Sunday morning, but no other religious services are held.

74. At Lucea a service was till lately performed by the Presbyterian minister once every Sunday, and since he has fallen into ill-health it is conducted by the Superintendent. The prisoners are not regularly attended by any minister. The rector, who lives within a few hundred yards of the place, has not visited them for the last eight years. There is a small room used as a chapel, but not fitted up for the purpose.

75. At Montego Bay, service is read once every week by the rector; there are no Sunday services or prayers, and no minister comes to prison at any other time.

76. At Falmouth, there is a room set apart for a chapel, in which service is sometimes performed on Sundays, by ministers of various denominations. When they do

not attend, it is conducted by the Superintendent, who also reads the Lord's Prayer to the prisoners daily. The island curate has never been to the prison since the disestablishment of the Church.

77. The Short-Term Prison at Saint Ann's, which has been reopened for thirteen months, has only once been visited by any minister, and then not in the performance of any religious duty. The Superintendent, however, reads prayers on alternate Sundays.

78. At Port Maria, service is regularly performed on Sunday mornings by the rector, who also visits the prison whenever requested to do so.

79. The small prison at Port Antonio, which, when inspected by the Commissioners, had been open for seven months, had never been visited by any minister of religion, although the Superintendent states in his evidence that he has requested some of them to do so.

80. No clergyman or minister visits the Short-Term Prison at Morant Bay. The Superintendent reads to the prisoners on Sundays.

81. Saint Catherine District Prison was occasionally, but rarely, visited by the rector, who, on the disestablishment of the Church, made the following entry in the journal:—"By legislative enactment, the clergy of this island have been released from compulsory attendance upon the respective jails and prisons." Service, however, is performed here every Sunday by Mr. Lea, the Baptist minister at Spanish Town, who also frequently visits the prison on week days.

82. No religious services are held in the Middlesex and Surrey County Gaol, and no clergyman or minister ever visits it, except when prisoners are confined there under sentence of death.

83. It will thus be seen that the religious instruction of the prisoners is left to chance, and in most cases is very much neglected.

Marks.

84. The system of marks for good conduct, or for hard labour, is not in use in any prison in this island. However successful this system may have proved in England, the Commissioners very much doubt whether it could be advantageously introduced here; for so long as the sub-officers are drawn from the present class, they can scarcely be trusted "to carry out the system fairly and efficiently;" at one time too familiar, another too harsh, towards the prisoners, easily flattered and easily offended, there is too much reason to fear that they would allow their personal likings and dislikings to guide them in awarding the marks to the different prisoners under their charge, even if they could be relied upon to take the trouble of carefully watching and ascertaining the work performed by each man.

85. These remarks of course apply more particularly, but not solely, to the case of prisoners worked in gangs outside the prison, and sometimes at considerable distance from it, so that it is next to impossible for the Superintendent to keep a close supervision over them.

86. No gratuities are awarded either in the General Penitentiary or the other prisons, and except in the General Penitentiary, there are no remissions or gradations of punishment established by law or rules. Male convicts confined in the General Penitentiary may under certain conditions be promoted to the licensed class. Admission to the licensed class is granted as a reward for good conduct to any prisoner who has not been reconvicted, or been guilty of rape or unnatural offences. After having served half of his time satisfactorily, any prisoner, with the exceptions above mentioned, may obtain a remission of one-fourth of the remaining portion of his sentence; if he misconduct himself whilst in the licensed class, he can be returned to his former class, and would have to serve out his original sentence. It is very rarely a prisoner has to be turned back from the licensed class—there has not been an instance of this for the last two years. A list of the prisoners eligible for the licensed class, showing their crime, time served, time left to serve, conduct whether good or bad, is sent to the Governor for his approval before the prisoner can be removed from his original class.

87. This system has been found of great use in the Penitentiary in keeping the prisoners steady and obedient. The hope of being promoted to it, and the fear of losing its benefits when promoted, has an admirable effect on both male and female prisoners.

88. There seems no good reason why prisoners sentenced for a year to any of the district prisons should not be entitled to a similar privilege; and we think that all

prisoners, irrespective of the nature of the offence, ought to be admitted to the licensed class, as it must be presumed that the judge who tried them has proportioned their sentence to the enormity of their crime.

89. By the 18th Vict., c. 22, the Governor is empowered to grant to any convict sentenced to imprisonment in the General Penitentiary, and who has undergone half of the sentence, a license to be at large in the island, on consideration that every convict shall be bound to serve as an agricultural labourer to such person as the Governor shall appoint, for three-fourths of the period for which such licence shall be granted. In the event of good behaviour the remaining one-fourth of such period is to be given up to the convict.

90. The Governor may revoke this licence at pleasure, or, in case of misconduct on the part of the convict, he may be recommitted by two justices of the peace. This law is now never acted on.

Solitary Confinement.

91. Solitary confinement by sentence of Courts of Law can be awarded for certain offences, but by the 1st Vict., c. 28, sec. 5, "no Court shall direct that any offender shall be kept in solitary confinement for any longer period than one month at any time, or than three months in the space of one year; nor shall such solitary confinement be in darkness, unless specially ordered by the said justices; nor shall solitary confinement in darkness be extended in any case under the Act beyond a period of six days." As a matter of fact, however, solitary confinement is seldom, if ever, awarded in any Court.

92. By the 28th section of the "Prisons Consolidated Act, 1856," already referred to, the Superintendent has power to punish minor offences against prison discipline by ordering any offender to close confinement in the refractory or solitary cells (which are in reality the same thing), and by keeping such offender upon bread and water only for any time not exceeding three days, or for such time not exceeding six days as a visiting justice shall by a written order determine.

93. More serious offences are punishable under the 53rd section of the same law, by which any two justices may order the offender to be punished by close confinement for any time not exceeding one month, or by whipping not exceeding thirty-nine lashes in the cases of prisoners convicted of felony or sentenced to hard labour. Whipping, however, cannot be inflicted until the evidence taken by the justices has been submitted to the Governor, and the sentence duly confirmed by him. The surgeon is always present, and has power to stop the punishment. He reports within seven days to the Governor of the condition of the convict, and whether the punishment has been fully or partially and to what extent inflicted. The cat in use has already* been described.

94. The number of floggings inflicted during the years 1868 to 1872 was in the General Penitentiary forty-three, of which twenty-seven were in pursuance of the sentences of the different Courts of Law and the remainder for prison offences. In all the other prisons put together there were only seven floggings inflicted.

Irons.

95. Prisoners are never put in irons except their outrageous conduct renders it absolutely necessary to restrain them, and an entry is always made of the fact in the Superintendent's journal. The Superintendent is also required by law to report the case forthwith to one of the visiting justices, and no prisoner is to be kept in irons for more than twenty-four hours without an order in writing from a visiting justice specifying the cause for which and the time during which such prisoner shall be kept in irons. Prisoners, however, are very rarely placed in irons except those who have escaped and are re-captured, who when working outside the prison have often chains attached to their legs. At Mandeville an iron collar is placed round their necks, a practice which we think ought to be discontinued.

Cropping Female Prisoners' Hair.

96. With reference to the orders issued under the authority contained in a circular despatch from the Secretary of State for the Colonies, dated 12th September, 1872, it appears that the cutting of the hair of female prisoners has not been ordered by the

* Paragraph 26.

different Courts, and has consequently never been carried out. With the view therefore to secure this highly deterrent part of prison discipline, we would suggest that infliction of this punishment should be left to the Inspector of Prisons in all cases where the prisoners have been guilty of serious offences, or have been convicted more than once.

Escapes.

97. The total number of escapes from the different prisons during the five years ending 31st December, 1872, were as follows :—

- (1.) General penitentiary : 17 from outside of the prison ; 15 from the inside.
- (2.) Mandeville : 16, all from the outside of the prison.
- (3.) Black River : None.
- (4.) Lucea : 12 from the outside ; 4 from the inside.
- (5.) Montego Bay : 1 from the outside ; and 2 from the inside.
- (6.) Falmouth : 5 from the outside ; and 6 from the inside.
- (7.) St. Ann's Bay : None.
- (8.) Port Maria : 12 from the outside.
- (9.) Port Antonio : 1 from the outside.
- (10.) Morant Bay : 3 from the outside.
- (11.) St. Catherine District Prison : 27 from the outside ; 2 from the inside.
- (12.) Middlesex and Surrey County Gaol : 2 from the inside.

Making 94 outside and 31 inside.

98. The number of escapes may at first sight appear large, but it will be seen in the great majority of cases the prisoners have escaped from gangs working outside the prison. These gangs, except in those from the General Penitentiary, have been principally employed on the roads, and as these roads often run between thick bush on each side, it is almost impossible for warders, however vigilant, to prevent a prisoner who is determined to escape from doing so. Pursuit is almost out of the question, as it would afford the other prisoners in the gangs an opportunity of going off in a body. It should also be remembered that the officer in charge of these gangs, except those from the General Penitentiary, do not carry firearms. Indeed, it is only the passive indifference of the prisoners themselves that prevents the escapes being far more numerous. We have already stated our opinion that this system of outside labour should be as far as possible abolished.

99. By sections 54 and 55 of the "Prison Consolidated Act, 1856," every prisoner who escapes is guilty of a misdemeanour, and may be punished by such further imprisonment not exceeding three years as the Court before which he shall be tried shall direct.

100. At present prisoners charged with escape can only be tried before the Circuit Court, that is before a judge of the Supreme Court on Circuit. This often entails great inconvenience, in the first place, from the length of time that often elapses before the prisoner can be brought to trial, as the Circuit Courts, with the exception of Kingston, are only held three times a-year, but principally from the fact that Circuit Courts are not held at all the places where there are prisons, so that not only a prisoner has frequently to be sent a long distance to take his trial, but the prison officers are taken away from their duty for several days to give evidence as to the escape.

101. There seems no reason why these cases should not be tried in the district Courts which sit monthly and at every place in which there is a prison.

Identification.

102. Up to a very recent date the means of identifying old offenders were most imperfect. The description of a prisoner was indeed entered in a book kept by the Superintendent of each prison, and if he was aware that the person had been previously convicted, that fact was also entered, but no regular steps were taken to circulate the information or to convey it to the constabulary or clerks of the peace.

103. By the "Habitual Criminals Law, 1870," and the regulations of the Governor issued under that law, a register of all persons convicted of crime is kept under the management of the inspector of detectives, and returns made to him by the Superintendent of every prison and the chief of the police of every parish containing evidence of identity and other information with respect to all persons convicted.

104. By Law 26 of 1873, passed on the 13th of August, the Governor has power to make regulations for the photographing of convicted prisoners, and the clerk of the Circuit and District and of Petty Sessions Courts are to make returns of persons convicted of any criminal offence in such manner as the Governor may direct. We are not aware that any regulations have as yet been issued under this law. Further, by the 6th section of the same law, any person convicted on an indictment of any crime after a previous conviction may be subjected to the supervision of the police for a period not exceeding seven years. And every male person under the supervision of the police who is at large is bound to notify his residence and every change of residence to the inspector of police for the parish, and to report himself every month personally or by letter as such inspector directs. On failure to comply with these conditions he is liable to be imprisoned with or without hard labour upon summary conviction before a District Court for any period not exceeding one year.

105. The inspector of detectives sends the inspector of every parish a quarterly return containing the particulars of every habitual criminal who has been discharged during the quarter, and each inspector sends back a quarterly return showing what has become of each habitual criminal. In the opinion of the inspector of detectives the "Habitual Criminal Law, 1870," did not work well; as no provision was made by it for criminals reporting themselves, it was very difficult for the police to exercise any real supervision over them. As this defect has now been amended, it is to be hoped that more satisfactory results will follow.

Visits to Prisoners.

106. First class misdemeanants are allowed to see their friends between the hours of ten in the morning and four in the evening, and are permitted to write, send, or receive letters. The rules relating to other prisoners are laid down in the Schedule to the "Prisons Consolidated Act, 1856," under the head "Visitors." Though the rules are silent on the point, no one, except under special circumstances, is admitted to see a prisoner except by an order of a visiting justice, and then only once in three months. The interview must take place in the presence of an officer, and must not last more than 20 minutes, and must take place between the hours of ten and four o'clock, unless a visiting justice otherwise order. In the General Penitentiary the practice is only to admit the friends of prisoners to see them on Saturdays.

Letters.

107. After a prisoner has been in prison for three months he is allowed to write or receive a letter once every three months; all such letters are read by the Superintendent. In the Penitentiary it is the duty of the schoolmaster to write letters for such prisoners as are entitled to send them and cannot write themselves. As a matter of fact, the number of letters sent or received is extremely small.

Diseases and Deaths.

108. In all the prisons of the island the prevalent diseases are dysentery, diarrhoea, venereal diseases, and fever, the latter usually not of a bad type. Ulcers of the legs, also, are extremely prevalent; a large number of prisoners come in with them, and in fact, as appears by the medical evidence, are more fit for an hospital than a prison.

109. In the General Penitentiary, during the last five years, 21 cases of insanity occurred. Of these 16 were treated in the Institution and 5 sent to the lunatic asylum. No cases of insanity have occurred in any other prison. No suicides have occurred during the above period. Inquests have always been held in cases of death occurring within the gaol or prison, except at Port Maria, where, from 1867 to 1869, seven deaths occurred, as to which no inquests were held, as there was no coroner for the parish at the time. In these cases the cause of death was certified by the Government medical officer and the order of burial given by a justice of the peace.

Surgeons.

110. Every prison has a surgeon, who is now appointed by the Governor. He reports every three months to the Inspector of Prisons the condition of the prison and

the state of the health of the prisoners ; he is bound to visit the prison and see the sick every day, and every prisoner twice a week, to examine every prisoner on his admission and discharge ; in case of the life of any prisoner been endangered by detention in prison, to cause the same to be reported to the Governor, to attend at all corporal punishment, and generally to superintend the sanitary condition of the prison and prisoners.

111. His duties will be found in detail in section 31 of the " Prisons Consolidated Act, 1856," and in schedule A to that Act under the head " Surgeon." These duties seem to have been generally well performed, although in the country district the rule which requires the surgeon to visit the prison every day is not always complied with when there are no sick in prison.

112. It should be remembered that in most of these cases the surgeon of the prison is also Government medical officer for the district, and has to attend to the constabulary at several stations, in many instances miles apart, and to the paupers, as well as to his private practice, so that in some cases it is very difficult for him to visit the prison daily. Only one instance, however, has come to our knowledge in which a surgeon neglected to pay his daily visit to sick prisoners.

Hospitals.

113. The prisons in general are very poorly supplied with hospitals. They are for the most part rooms not built for the particular purpose, and differing very little from the ordinary rooms. In the General Penitentiary there is both male and female hospital, which we think sufficient. Dr. Bowerbank, one of the most eminent medical men in the Colony, in speaking of the former, said that in his opinion it was the model hospital of Jamaica in point of structure and ventilation. The other hospitals will be commented on in the Appendix.

Inspection.

114. The Inspector of Prisons is required to inspect every prison in the island three times in every year. With this exception there are no regulations for the visitation or inspection of prisons by the Superior Civil Authorities. As a matter of fact, the Judges of the Supreme Court generally visit the prison of those towns in which they hold their Circuit Courts. It is very seldom that the prisons have been visited by any other officials, and we cannot but regret that the heads of the Surveyor-General and Island Medical Departments have been unable to find time to pay more frequent visits. The presence of the former seems to us to be specially required at several of the prisons.

115. An annual report is made to the Governor by the Inspector of Prisons, containing, besides an account of the general state of the prisons and of any particular incidents which have taken place during the year, full statistics relating to the labour performed and earnings made, together with the costs and expenditure of each prison, accompanied by any observation or recommendation which he may think necessary. To this is annexed the annual reports of the surgeon of the General Penitentiary. The Inspector's report is founded on his personal observation made at his periodical visits and on the quarterly and monthly returns furnished to him by the Superintendents. A list of these will be found in the Appendix marked 9.

General Remarks.

116. It will be seen from the foregoing Report that the prison system of Jamaica is defective in several respects. In the first place, separation is not carried out, except in the General Penitentiary to a certain extent, and it is obvious that it will be impossible to carry it out till the buildings are entirely reconstructed, except in the case of one or two of the smallest prisons, and there only on the supposition that the number of prisoners is not materially increased. In the General Penitentiary, during the year 1871-72, the daily average number of prisoners was 450, and the number of separate cells available at the outside 303. A new range of buildings is therefore required, which ought to contain not less than 150 cells. There is room for such a range to be built without enlarging the area of the prison ; and totally irrespective of the question of separation, we consider that the present associated wards are, from the character of the buildings and the impossibility of improving them, unfit to be used. This is simply

a question of expense, and it is, of course, impossible for us to say how soon the finances of the Colony may be in a position to defray it.

Unnatural Offences.

117. We are, however, glad to record that although separation is so imperfectly carried out, the result of our inquiries has shown that there is no reason to believe that unnatural offences are at all prevalent. These remarks apply more or less to the other prisons of the Colony.

Warders.

118. Another great difficulty in the way of establishing an efficient prison discipline is the character of the class from which the warders are necessarily drawn, as already pointed out in the Report. We fear that as a body they are by no means to be relied on, there is too much reason to think that especially when the gangs are outside the prison they do not enforce labour, and that they connive at the prisoners communicating with their friends and obtaining money and forbidden articles; while at other times they treat the prisoners with undue harshness.

119. In several of his reports, dating as far back as 1864, the Inspector of Prisons has called attention to this difficulty, and while stating that the pay is low, being only 14s. a-week on entering the service, he thinks that any practicable raise of wages could not secure better officers, as the class of men wanted, especially men capable of dealing with the white naval and military prisoners, cannot be found in the country. In this opinion we are disposed to concur, and we think that it would be highly desirable, in the Penitentiary at all events, to obtain the services of a few discharged soldiers from European regiments, or if possible of men who have served as warders in an English prison. Of course such men would require to be paid at a much higher rate than the present sub-officers, but we think the extra expense would be well incurred, and after probation the more intelligent of them might be usefully promoted to superior positions in the other prisons of the island, as vacancies occurred.

Salaries.

120. We would also call attention to the inequality of the salaries paid to the Superintendents of the different prisons. Thus, while the Superintendent of the Falmouth District Prison receives 200*l.* per annum, the Superintendent of the Saint Catherine District Prison, which usually contains more prisoners, receives only 160*l.* The Superintendent of the Mandeville Prison (after 18 years' service) only 140*l.*; of Port Maria 120*l.*, and of Lucea 100*l.* We do not think that the salary of the Falmouth Superintendent is at all too high, but we would suggest that the salary at the Saint Catherine District Prison should be equalized with his, and the salaries of the Superintendents of what may be termed the Second Class District Prisons, *i.e.*, Mandeville, Lucea, and Port Maria, be raised to 150*l.* The pay of the Superintendents of the Short-Term Prisons seems to us sufficient.

121. We beg also to call attention to, what seems to us, the very inadequate pay of the Deputy-Superintendent of the Penitentiary, considering the arduous nature of his duties, and the responsibility which is thrown on him, and that he ought to be qualified to take full charge of the Institution in the event of the sickness or absence of the Superintendent; we think he is fairly entitled to a substantial increase of pay.

Lights and Patrols.

122. Another defect which we think ought to be immediately remedied is the want of lights in the associated wards. We believe there is no instance throughout the island in which one of these wards is lighted, and, unless in the case of some special emergency, the patrol never enters the wards. Even in the General Penitentiary the patrols never go round more than once every hour, and in the other prisons the duties of the patrol seem very imperfectly conducted. In fact the object of the patrol seems to be simply to guard against escapes and not to exercise any supervision over the conduct of the prisoners. This system evidently requires

amendment, though it may be necessary in some instances to increase the staff of sub-officers.

Naval and Military Prisoners.

123. We think it right to express our strong opinion that naval and military prisoners ought not to be sent to the General Penitentiary. By the 49th section of the "Prison Consolidated Act, 1856," it is enacted that one section of the General Penitentiary shall be appropriated as a prison for soldiers or marines convicted by court-martial. Up to the present time, however, no portion of the Penitentiary has been especially appropriated for this purpose, and, as a matter of fact, a separate yard could not be walled off without very much interfering with the ventilation of the whole Institution. We have already pointed out that the sub-officers are, as a rule, very ill-qualified to manage this class of prisoners, their presence in the Penitentiary is subversive of the discipline of the establishment, and there is little doubt that they induce the sub-officers to supply them with forbidden articles. On the other hand, it seems very hard to compel a man, who may have merely committed some trifling breach of military or naval discipline, to submit to the degradation of wearing the dress of a common felon, and to be associated with the class of prisoners who are inmates of the Penitentiary in this country. We fear that the loss of self-respect and permanent sense of degradation produced by imprisonment in such a place and among such associates more than counterbalances any useful impressions which might have been produced by the punishment. We strongly recommend that a separate prison, under military supervision, should be established for soldiers and sailors convicted by courts-martial. Some of the unoccupied buildings at Up Park Camp might be adapted to this purpose. There are already from 8 to 12 cells there, with ample room to enlarge them.

124. The Superintendent of the General Penitentiary, who has been thirty years in the public service, was absent on leave during the sitting of the Commission, and we were therefore deprived of the benefit of his evidence. Should such a fresh appointment become necessary, we are strongly of opinion that some gentleman of education, and who is practically conversant with the details of modern prison discipline as carried out in England, should be appointed to the office. The Penitentiary should be the model prison of the island, and too much importance cannot be attached to its being efficiently managed, as improvements introduced here would no doubt be followed by the other prisons.

125. The Superintendents of the Mandeville and Falmouth District Prisons appeared to us to be energetic and able officers, anxious to do their duty, and doing it well so far as they had the means at their command.

126. Of the Superintendents of the five short-term prisons, four have been sub-officers of the General Penitentiary, and on the whole perform their duties satisfactorily.

127. We think that, while far from perfect, the state of the prisons of Jamaica is, with the exceptions already alluded to, considering the difficulties which have had to be contended against, as good as could be expected. They are kept scrupulously clean, contrasting favourably in this respect with many of the lock-ups under the charge of the constabulary, and it speaks well for the management that no serious disturbance has occurred in any of them for some years past.

128. The number of cubic feet allowed for each prisoner, especially in the associated wards, is, as will be observed, very small, and no doubt it would be desirable to increase it. It, however, appears from experience and the opinion of most of the medical men who were examined by us, that no such ill-results as might have been expected have followed from the confined space in which the prisoners are locked up. This may be accounted for partly by the habits of the population when in their own homes, and partly by the constant perfilation of air through the wards and cells. We think, however, that in the case of white prisoners a much larger number of cubic feet is necessary, and this, we gather from the opinion of the medical witnesses, should not be less than 600 cubic feet.

129. The present Inspector of Prisons has not been at all backward in urging necessary reforms, and there is no doubt that the management of the prisons has considerably improved since Mr. Shaw has held office. Many suggestions have been made by him from time to time for the improvement of prison discipline, some of which have been adopted with good results, while others have been allowed to fall through, either from the want of funds or from other reasons.

130. In addition to the returns enumerated in this Report, we beg also to attach

copies of certain rules and regulations in force in the General Penitentiary and other printed orders which have been issued from time to time.

We have, &c.

(Signed) HENRY DRAKE.
A. H. ALEXANDER.
R. B. LLEWELYN.

APPENDIX.

Short Description of all the District Prisons, Short-Term Prisons, County Gaols, and the Reformatory.

1. Middlesex and Surrey County Gaol.
2. Hanover District Prison at Lucea.
3. St. Mary's District Prison.
4. Mandeville District Prison.
5. Saint Catherine District Prison.
6. Falmouth District Prison and Cornwall County Gaol.
7. Morant Bay Short-Term Prison.
8. St. Ann's Bay Short-Term Prison.
9. Port Antonio Short-Term Prison.
10. Montego Bay Short-Term Prison.
11. Black River Short-Term Prison.
12. The Reformatory.

1. *Middlesex and Surrey County Gaol.*

This prison is large and airy, situated in the middle of Spanish Town, surrounded by high brick walls.

The following classes of prisoners are confined here :—

1. Prisoners under sentence to hard labour.
2. Misdemeanants without hard labour.
3. Debtors.
4. Prisoners committed for trial at Circuit and District Court.
5. Prisoners sentenced to death in the counties of Middlesex and Surrey.

The untried prisoners and the misdemeanants use the same yard, but have different sleeping wards. The hard labour prisoners are kept in a separate yard, and it is in this part of the building that the prisoners from the St. Catherine District Prison are given sleeping accommodation when the latter is overcrowded.

There are three cells for condemned prisoners, with a separate yard in which they are exercised daily.

Debtors have a separate yard and sleep in wards; each ward is capable of holding six prisoners.

The ventilation, drainage, and water-supply are good.

Misdemeanants sleep on cots.

Debtors find their own beds. The other prisoners are provided with guard beds.

The Superintendent receives 120*l.*, the matron 30*l.*, the turnkey 30*l.*, and three other officers 25*l.* each per annum. All are provided with quarters, wood, water, and medical attendance, which in the more crowded prisons is not always possible.

All the prisoners have the option of providing their own food and clothing; if not, they are fed as the hard-labour prisoners with the diet from the district prison.

2. *Hanover District Prison at Lucea.*

This prison stands just outside the town of Lucea, on a promontory running out into the sea. The situation is perfectly open on all sides, and apparently very healthy. It is built on a coral limestone formation; the drainage is good. The prison is surrounded by a brick wall two feet thick and fifteen feet high; the interior walls are of stone two feet thick and ten feet high. The partition walls between the wards and cells are of stone. The roofs are all shingled with cedar, except one kitchen, which is slated, and another kitchen and wash-house, which are covered with galvanized iron sheeting. The buildings are in good order and the prison is fairly clean. On the male side of the prison there are three large wards, each containing 2,700 cubic feet, and two solitary cells of 441 cubic feet. On the female side there are three wards, two containing 1,515 cubic feet, and the other 1,147. There are also two cells, containing 549 cubic feet. There is a separate yard for each side, and no communication can take place between the male and female prisoners. Alterations are being made which will give another yard for the use of unconvicted male prisoners.

The yard for convicted male prisoners contains 383 square yards; that for unconvicted prisoners 303; and the female yard, 273. It appears that about fourteen prisoners are locked up in each of the

male wards every night, which would give only 192 cubic feet to each prisoner. The accommodation on the female side under the present system is ample, the greatest number of females in this prison at any time during the last five years having been only twelve.

The earth system is in use throughout the prison and well carried out. There are no urinals.

The water supply is derived from a well just outside the prison walls, which rarely fails, and in case of failure from the barracks which adjoin the prison. The quality is very good and the quantity ample. The amount of ventilation and window space will appear from the annexed Return, but it should be observed that the ventilators have slides which the prisoners can shut or open at their pleasure, and in practice they keep them shut, thus destroying the ventilation.

The temperature of the prison has not been registered. The prison, with the exception of the female side, is patrolled once an hour, the sub-officers taking turns of two hours each. They examine the doors and look into the wards through the windows, but do not go into them. They carry lanterns, except on moonlight nights. No other lights are burnt except in the Superintendent's quarters and the hospital. There are no baths or lavatories in the prison; the male prisoners bathe every day in the sea, the females in tubs inside the prison three times a week, and sometimes in the sea.

Separation is not enforced. Judgment debtors and prisoners not committed to hard labour have a ward to themselves, but share the common yard. Unconvicted prisoners also sleep in a separate ward, and will shortly have a separate yard. Silence is enforced among the prisoners committed to hard labour. Shot-drill is carried out in the prison; the shot are 24 lbs. in weight; there is no crank or wheel. During the intervals of shot-drill the prisoners break stones for lime burning. The prisoners also work on the main and parochial roads, clean the streets of the town, and dig marl. Till recently they were hired out to private persons to work in the cane pieces, but this practice is now put a stop to. The women are employed in washing and breaking stones. The wards are furnished with platform or guard-room beds.

The male and female prisoners are effectually separated by a wall ten feet high, and never see each other except in chapel. They are attended by warders of their own sexes. There are four sub-officers in the male side of the prison, three taskmasters, and one turnkey. The head taskmaster receives 25*l.* per annum; the others 20*l.* each, besides quarters and medical attendance. There is a matron who receives 8*s.* a-week and similar perquisites. They all reside within the walls.

During the years 1868 to 1872, both inclusive, sixteen prisoners have escaped. Of these four escaped from the inside of the prison, the remainder from the gangs outside. Of these prisoners twelve were recaptured; one died before recapture, and three are still at large.

Only one prisoner has been flogged in this prison during the last five years, and that by sentence of a Court of Justice on a second conviction for larceny.

The number of prisoners put in irons during the last five years was respectively, 17, 10, 12, 18, and 16, and of those sentenced to solitary confinement—20, 12, 14, 27, and 25. In only two of these cases the sentence exceeded twenty-four hours. The other two prisoners were sentenced to one month each for striking an officer. During the last five years eight prisoners died from natural causes and two were executed.

The most prevalent diseases were fever of a mild type, rheumatism, venereal diseases, and diarrhoea.

No prisoner has become insane within the gaol; one attempt at suicide was made, but was discovered and frustrated. Coroners' inquests have been held in all cases of death within the walls.

There is a room used for an hospital on the male side containing 2,969 cubic feet, which the surgeon considers sufficient for the purpose, though it contains only three beds. There is also a small room used for bad cases on the female side, though in general a spare ward is available. There are no regular nurses; the matron assists in nursing at the male hospital when called on, and one of the prisoners is appointed hospital orderly.

The books kept are noted in the Return attached.

We may observe that there is public land adjoining this prison sufficient to allow any enlargement which may be necessary to carry out the separate system.

3. *St. Mary's District Prison.*

This prison is situated on a small rise of ground near the town of Port Maria, and is bounded on the seaside by the Court House, which entirely excludes the sea breeze. On the other side a hill rises abruptly, so the building is very hot and confined.

There are six cells and four associated wards. The cells contain 325 cubic feet each, and the wards 4,074 cubic feet. The cells are under the Court House on the ground floor, and the associated wards are under the constabulary barracks.

The area of the male prisoners' yard is only 2,124 square feet, and for want of accommodation inside the prisoners are obliged to be worked outside the gate in breaking stones and beating coir. Shot-drill is the only labour done inside the walls.

In rainy weather the men are kept in the cells and wards all day, as they cannot be taken out to work. There is no space in the yard to erect a shed.

The buildings now used as a prison are underneath the Court House and the Constabulary Station, and it would be impossible to make any improvements on its present site. The Court House is sometimes lent for concerts and meetings, and the noise of music immediately over the prisoners' heads is anything but desirable to prison discipline.

The dry-earth system is carried out, but there are no urinals.

There are no baths or lavatories, but tubs are provided in the yard. The male prisoners also bathe occasionally in the upper part of a stream which runs just outside the prison.

The ventilation of the prison is not good, and cannot be made so when the building is so surrounded. The heat has not been registered, but the Superintendent and doctor describe it as excessive.

There are fixed guard beds on the male side, and the women sleep on the floor.

There is no hospital; any case of sickness is treated in the ordinary associated wards.

The doctor visits the prison every day. Twelve deaths have occurred within the last five years, the principal causes of death being diarrhoea and dysentery.

The separation of prisoners is not carried out, and could not be done, or even be partially attempted here.

Shot-drill is performed as penal labour within the walls; there is no treadmill or crank.

The remunerative labour consists of stone-breaking, coir-breaking, and road-mending, by contracts with the Government and parochial boards.

The prisoners here were also employed until lately in working on estates, cleaning the churchyard and latrines of the constabulary station, but this is now discontinued.

The women are employed in washing the prisoners' clothes and beating coir.

The sub-officers go round twice in the night at 12 and 3, and the Superintendent once a week.

There are no lights except the patrol lantern.

The staff of officers attached to the prison consists of:—

The Superintendent, who receives 120*l.* a-year, with quarters, &c.

A taskmaster, who is paid 25*l.* per annum.

Three warders, who are paid 20*l.* per annum each; and a matron, who gets 25*l.*, with quarters, &c.

The sub-officers in this prison are also provided with quarters, which are built against the prison wall on the outside.

Twelve prisoners have escaped from the outside of this prison during the last five years.

The books are under the charge of the Superintendent, who makes the Returns, &c., required by the Inspector of Prisons.

There is no available land adjoining this prison which could be inclosed to increase the accommodation.

4. *Mandeville District Prison.*

This prison is healthily, situated on one side of the market-place of the little town of Mandeville. There is a large open space, both at the front and back of the prison. It is built on a limestone hill, in which no water lodges, and the drainage is good. The whole prison is surrounded by a stone wall 16 feet high. The buildings are in good order, and kept scrupulously clean, and as well ventilated as the construction of the place admits of. On the ground floor of the prison there are four associated wards on the male side, and four punishment cells, besides store rooms and officers' quarters. Upstairs there are two rooms used for chapel and hospital, which are not at all adapted for the purpose; a debtor's room, and two more rooms for officers. On the female side there are two wards, one above the other. Both these rooms are quite insufficient for their purpose. The ground floor of the prison, with the exception of two rooms, is built of stone, the upper story of wood; the roofs are shingled.

In the associated wards there are guard beds, on inclined wooden platforms, running along the whole length of the room, and each prisoner is furnished with a rug. The hospital is supplied with iron camp bedsteads with mattresses and rugs. There is no regular nurse. One of the most intelligent prisoners is employed for the purpose. The earth system is in use throughout the prison, and seems to be perfectly carried out, and is in no way offensive.

The water supply, as in the case throughout the parish of Manchester, is derived from rain-water collected in tanks; it is described by the surgeon as plentiful and excellent.

There are no baths or lavatories; there are large tubs in which the prisoners are bathed every Sunday; they are made to wash their faces and hands every morning. Every prisoner is well bathed when he comes in. We have no means of ascertaining the average temperature; there is no thermometer in the prison.

Separation is not and cannot be enforced with the present buildings. Unconvicted male prisoners are locked up by themselves at night, and during the day occupy a yard separated from the other prisoners by a palisade. There is only one yard for female prisoners of every class. There is no communication between the male and female prisoners.

Shot-drill is in use, and the Superintendent thinks the effect good; there is no crank or wheel. In the interval of shot-drill the prisoners are employed in breaking stones and grinding corn in hand mills. The women are employed in washing clothes or breaking stones. Before shot-drill was introduced the prison took contracts for agricultural labour from private persons. Since shot-drill was introduced these contracts have been discontinued, but the prisoners still work on the main and parochial roads. Ten miles of the former are kept in order by their labour, for which the prison is credited with 150*l.* per annum. The shot-drill is never neglected for this purpose.

The officers of the prison consist of the Superintendent, whose salary is 140*l.* per annum, with a house, wood, water, and medical attendance.

A matron, with a salary of 20*l.* a-year and similar privileges. Three taskmasters, at 30*l.* a-year; and a turnkey at 25*l.* a-year. Of these sub-officers, one of these officers resides within the prison walls. One of the sub-officers is always on duty at night, and is relieved every three hours. He patrols the prison at uncertain intervals with a lamp, but does not enter the wards. During the last five years four prisoners have been flogged for offences against prison discipline; ninety-three sentenced to solitary confinement, generally for a period not exceeding three days; and twenty-four put in irons.

The number of escapes during the last five years has been sixteen, all of which have taken place

from the outside of the prison. Thirteen of the prisoners have been recaptured. During the year 1872 no escape took place.

During the last five years the number of committals to the prison has been 1,260, and the number of deaths 32, giving an average rate of 2·53 per cent.

The discipline of the prison seems to us to reflect considerable credit on the Superintendent, who has held the post for eighteen years, and appears to be a painstaking and excellent officer. The prison, however, which was originally constructed for the parish of Manchester alone, now receives prisoners from St. Elizabeth and Clarendon as well. It is very much overcrowded; at the time of our inspection no less than ninety-eight prisoners were confined there, although, in the surgeon's opinion, it is not adapted for more than forty, even under the associated system. The present yards are far too small, being, in fact, little more than passages; but a piece of ground adjoining the walls has recently been purchased by Government, which will enable the area of the prison to be enlarged by 6,059 square feet. It is to be hoped that advantage will be taken of this to erect some new ranges of cells, which, with some alteration in the old buildings, will enable the system of separation to be carried out in its integrity.

5. *St. Catherine District Prison.*

This prison is situated in Spanish Town, and is built of stone and brick. The drainage is good, conveyed by a tile pipe into the main sewer of the town.

This prison is generally overcrowded, and increased cell accommodation is greatly required. A large piece of ground was inclosed in 1871 by a high substantial brick wall, which has greatly improved the prison yard. In one corner a brick building has been erected for the reception of lepers, with two cells. There is still ample space in this yard to erect a range of cells and provide what is very necessary, viz., increased sleeping accommodation. When this prison is very crowded the Superintendent has the power to send prisoners to sleep at the Middlesex and Surrey County Gaol, which is also situated in Spanish Town, about a quarter of a mile from the district prison. There is a small hospital on the male side, in which the matron attends on the patients to give them the medicine prescribed. There are very often European sailors in this prison, who are sent from Kingston for breaches of discipline, &c., for short terms of imprisonment, and we think a good hospital is much required.

The female side is not so crowded, but there is only one ward, where the sick, if any, are confined with the rest of the prisoners.

The water supply is abundant, as there are good waterworks in the town, and the Rio Cobre runs close by. There are no baths on the female side, but two good stone baths on the male side, where the prisoners wash twice a week.

The ventilation of the wards and cells is good. The temperature of the prison is not known, as thermometers are not provided.

There is a patrol on duty from 8 P.M. till 5 A.M. The officer on duty walks round every three hours and tries the doors, &c., but does not go into the wards. He carries a lantern; the only other light is an oil lamp outside the officers' quarters in the male prisoners' yard.

Separation is not enforced, and could not be, as the prison is too small.

Judgment debtors sleep in the hospital, whether they are sick in it or not. The Superintendent keeps prisoners convicted for a second time apart from those convicted for the first offence as far as practicable.

The male prisoners are put to shot-drill as penal labour according to the prescribed regulations. The remunerative labour in this prison consists of quarrying stone, repairing roads in and out of the town, and breaking stones. The rate of pay received is 8*d.* per diem. Contracts are held to repair the main and parochial roads.

The females are employed in washing the clothes of the prisoners and breaking stones.

There are guard beds in all the wards and cells, and each prisoner has a rug.

The warders, of whom there are six, get 25*l.* each a-year; the taskmaster, 36*l.*; and the matron, 30*l.*

The Superintendent, whose salary is 160*l.*, the matron and the taskmaster, are also provided with quarters, &c. The warders live outside, but there is a guard room for the patrol.

The most prevalent diseases are diarrhoea, dysentery, and the ordinary fever.

The deaths in the last five years have been as follows:—

1868	...	...	...	...	...	...	2
1869	...	...	...	...	...	...	12
1870	...	...	...	...	...	...	17
1871	...	...	...	...	...	...	3
1872	...	...	...	...	...	...	3

Coroners' inquests are always held. The hospital is too small and is badly situated, but it was proposed when the Commissioners were at the prison to open a hospital for this prison in the Middlesex and Surrey County Gaol.

The books are kept by the Superintendent, and are the same as those in all the other district prisons.

Increased cell accommodation is much required.

6. *Falmouth District Prison and Cornwall County Gaol.*

These institutions are within the same enclosure, although perfectly separated by an interior wall and under the same management. The prison is situated near the town of Falmouth, by the sea side,

and is surrounded by a substantial wall, the lower part being of stone and the upper part of brick. The partitions are of brick; the roof of cedar shingles. The general condition of the buildings is good, although some of the walls are old and require repairs. The drainage is very good; there is no stagnation whatever within the prison. All the drains can be flushed with salt water when necessary. The earth-closet system is in use and works well.

The water supply is obtained from the Falmouth Water Company, and is always plentiful and good.

There is a bath in the Cornwall County Gaol which is used for prisoners confined there. The prisoners in the district prison are bathed in the sea twice a week; on the other days they use tubs in the wards. The females always bathe in tubs.

The ventilation in the wards is reported as sufficient, but that in the cells has been recommended to be increased to double the present size.

There are no lights in any of the wards at night. Every half hour the prison is patrolled. On dark nights the patrol carry a lantern; the patrol never enters the wards.

The separate system is not in force in this prison. The prisoners are locked up in associated wards at night, and work together in the day time.

There is no communication whatever between the unconvicted and convicted prisoners. The former are kept in the portion of the prison called the County Gaol.

Prisoners under sentence, who have not been previously convicted, are kept separate at night from old offenders.

The separation system could not be carried out here without increasing the area of the prison, and there is sufficient land available for this adjoining the prison.

Solitary confinement is enforced for breaches of prison discipline.

The prisoners keep in repair ten miles of main road around Falmouth, for which the amount of 150*l.* is credited to the prison.

The prisoners also clean and repair the streets of Falmouth, but receive no remuneration for this labour. This is done under Government orders.

The prisoners have also filled up a good deal of the morass near the prison; they have reclaimed 30,000 square feet of land. This has improved the health of the prison very much. The prisoners also beat coir and break stones.

Shot-drill is carried out here very perfectly, and seems to have been attended with good results, as far as the deterrent effects are concerned. There is no crank or treadmill in this Institution.

The warders, in addition to their pay, are provided with quarters and medical attendance. Two jackets and two pairs of boots are also issued to them every year.

There is a gaol chapel, but the ministers of the various denominations seldom visit. The island curate has not visited since the disestablishment of the Church. The Superintendent reads the Lord's Prayer every morning, and the morning prayers on Sundays.

There is a good and sufficient hospital accommodation on the male side of the prison, and also on the female side. The ventilation is sufficient. The medical officer attends daily.

There has been the following number of deaths during the last five years:—

1868	...	...	...	...	...	...	6
1869	...	...	...	...	...	...	2
1870	...	...	...	...	...	...	5
1871	...	...	...	...	...	...	1
1872	...	...	...	...	...	...	1

Coroners' inquests are generally held—only in cases of sudden death, or in the event of a prisoner dying without having been seen by the medical officer.

There have been eleven escapes during the last five years. Nine from the District Prison, and two from the County Gaol. Those from the District Prison all escaped when working outside on the roads.

We would suggest that the books of those two prisons should be kept entirely separate, and that the annual statistical Returns should be shown separately in the Blue Book, in the same way as those for the Middlesex and Surrey County Gaol.

7. *Morant Bay Short-Term Prison.*

This prison is situated about half a mile from the town of Morant Bay. The whole locality has the reputation of being unhealthy, and the prison is close to a lagoon, and within about thirty yards of the Bamboo river, which runs very sluggishly. The walls are of brick on a stone foundation; the partitions between the cells are also of brick. The roofs are shingled. The buildings generally are in good repair, but some of the cells are insecure and require alteration, as a prisoner can wrench the bricks from the top of the cell wall, and get from there into the outer wall and drop down outside. Several escapes have been effected in this manner. There are guard beds in each cell, and every prisoner is supplied with a rug. There is a main drain running from the prison to the river with a good fall, as the buildings stand on elevated ground. The prison is divided into four yards, one for prisoners sentenced to hard labour, containing seven cells; one for untried prisoners, containing five cells; one for the female side, containing four cells; and one which is called the debtors' side, containing also four cells. There is an hospital on the male side, two cells having been turned into one for the purpose. This is very well ventilated. The females when sick are treated in a separate cell. There is a latrine in each yard, and the earth-closet system is carried out in both; the surgeon states that they are not at all offensive. There is no urinal.

The water supply is usually obtained from a well in the yard; the quality is good and the quantity sufficient. The pump by which this water is raised has, however, been out of repair for some time, and

water is now procured from the Johnson river, from which the inhabitants of the town draw their supply. We are unable to ascertain the average temperature of the prison, but it is excessively hot on account of the small size of the yards, which are little more than passages. There are gratings in the outside walls to admit air, and floor-ventilation has recently been adopted in all the cells; still they are very hot with an intense glare, and, in the opinion of the surgeon, unfit for the confinement of European prisoners, who are occasionally sent there from the ships in the harbour. It would be desirable to extend the area of the yards, and this might the more easily be done as there is land adjoining the prison which belongs to the public. There are no baths or lavatories, and the arrangements for washing are the same as in the other district and short-term prisons.

Separation is not carried out, though in this prison it would be generally possible to effect it. Prisoners convicted for the first time are kept separate from old offenders at nights, but work in the same yard during the day.

There is a light kept both in the hard-labour and female yards during the night, but the cells are not lighted. The prison seems imperfectly patrolled, as no one goes round after 1 or 2 o'clock. Perhaps this is not to be wondered at—there are only the Superintendent and one officer to perform both day and night duty. The labour performed by the male prisoners is breaking stones and beating coir; the females wash for the prison, or beat coir and break stones.

Shot-drill has not been introduced. There is no communication between male and female prisoners, who are both attended by officers of their own sex.

The prison officers consist of the Superintendent, who receives 72*l.* per annum; a taskmaster and a matron, who receive 12*l.*; they all reside within the walls. The Superintendent now lives on the female side, as his proper quarters, which form the front of the prison, have been appropriated as a parish almshouse. No prisoner has been flogged during the last five years.

Escapes have taken place owing to the insecurity of the cells before mentioned. If a strong iron grating were fixed on the top of the walls of the cells instead of the present open brickwork this might be prevented.

Dysentery, intermittent fever, and catarrh are most prevalent diseases.

No provision is made for the instruction of the prisoners.

We may observe that the rule of giving information to the constabulary of the discharge of a prisoner has never been carried out here.

8. *St. Ann's Bay Short-Term Prison.*

This prison is situated on the beach, half a mile from the town, the outer walls being washed by the sea on the north side.

There are four wards built of stone, but no hospital. The buildings are very cramped, and divided by high partitions. The ventilation is good owing to its situation on the beach.

The prison was reopened on the 1st of March, 1872, and has never had more than twelve males and six females in it at any one time. The day the Commissioners visited it there were two males and one female confined there. Very little labour is performed, and this is limited to breaking stones and picking coir.

The water is good, obtained from a well outside. The prisoners bathe in the sea every morning.

We think that this prison might be altered at no great expense, to enable the term of imprisonment to be extended to three months, as is recommended by us for all the short-term prisons. The yard might also be extended and a building erected for the reception of unconvicted prisoners waiting trial at the Circuit and District Courts.

The wards are not patrolled at night. There is no light in the wards, but a lamp is kept burning at the gate all night. The Superintendent goes to bed at 9, after going round to see that everything is correct.

The staff consists of a Superintendent, a taskmaster, and a matron.

9. *Port Antonio Short-Term Prison.*

This prison is situate in the main street of Port Antonio. It was for some time closed, and was reopened as a short-term prison on the 1st of November, 1872.

The walls and partitions between the cells are of stone; the roofs are of white cedar shingles. The buildings are in good order, except the cells, but one part of the wall requires to be added to, to prevent escapes.

There are three associated wards on the male side, and one on the female. Besides these there is a ward used as a guard room by the constabulary, and another used as a store room. There are nine cells 7 feet by 4 feet, and about 8 feet high, some of which are used by the constabulary for lock-ups when required.

The ventilation, both of the wards and cells, especially the latter, requires improvement, particularly as the prison is surrounded by the Court House and other buildings which intercept the breeze. We have no means of ascertaining the average temperature as there is no thermometer. There are male and female yards properly separated.

A most objectionable feature in the arrangements of this prison is that the constables' barracks are situated in the prison yard over the cells, and the constables cannot go in or out of their quarters, or to their latrine, without going through the yard. Moreover, the prison gate has to be left open to enable the constabulary to go in and out, and although a sentry is kept there this seems very objectionable.

The officers' quarters are next those of the constabulary, and their servants and persons coming to see the constables must also necessarily pass through the yard. The constabulary have no yard of their own, and their quarters are cramped and unhealthy. They ought to be at once removed.

The drainage seems sufficient. There are two latrines in the male yard and one in the female,

besides one for the constabulary in a cell in the male yard. The earth-closet system is in use, and the soil is thrown into the sea every morning, but the Superintendent complains that the constables keep their latrine very badly, and that the smell is very offensive. There is no urinal.

There are no baths or lavatories; the prisoners are made to bathe every Saturday in tubs in their own yards, and on other days tubs are placed for them to wash in, but they are not compelled to do so unless they are too dirty.

There are no lights in the prison except those belonging to the constabulary. The prison is patrolled every night at 12 and 4.

The water supply is brought from a so-called fountain. It is not always good. Excellent water can be obtained from the Orange river, and although it is rather further from the prison than the fountain, we think the water ought to be taken from it.

The beds in use in the wards are the ordinary guard beds. In the cells the prisoners sleep on rugs on the floor, which is of wood. We recommend that a guard bed should be placed in each cell.

No separation is attempted. The unconvicted prisoners are kept in the constabulary lock-up cells if the district Court is near at hand, but if not they are marched to Spanish Town, a distance of nearly seventy miles, and sometimes scarcely arrive in time to be marched back again for trial. As there is no want of room in this prison this hardship might surely be avoided.

The male prisoners are employed in breaking stones inside the walls, carrying water, and working on the roads. There is no shot-drill, crank, or treadmill. Criminal children under 15 years of age are treated like other prisoners, except that they are separately locked up. There have been no imbecile or maniacal prisoners.

The officers of the prison consist of the Superintendent, one male and one female sub-officer. In consequence of the constabulary occupying part of the prison, the officers' quarters are very confined.

No provision is made for the instruction or the reformation of prisoners, or for religious services.

No flogging has been inflicted in the prison. One prisoner, who was employed outside, escaped, but was recaptured the same day. There have been no deaths or cases of insanity in the prison.

10. *Montego Bay Short-Term Prison.*

The building is situated in the town, and is built of limestone and brick. The arrangement of this prison, which is also occupied by the constabulary, is very defective. The constables are quartered over the cells (*see Plan*), and have free access to the female prisoners' yard. The privy for the women is in the male prisoners' yard, and the privy in the female prisoners' yard is used by the constabulary. The matron always accompanies the female prisoners when they have occasion to go into the male prisoners' yard. The whole matter might be settled by altering the privy of the women into that for the constables, and *vice versa*.

The Superintendent's privy, which is close to the kitchen, is not on the dry-earth system, and was very offensive the day the Commissioners were there. This ought to be done away with, as, independent of its unhealthiness, it is too close to the outside wall, and prisoners have escaped by getting on the roof, and from there on to the top of the wall. The kitchen, which adjoins this privy, is also too close to the outside wall.

The ventilation is not good. The water supply is procured from a well within the walls, and is tolerably good.

There is a very good stone bath, which is sufficient for the wants of the prison. The only labour in use is breaking stones. The prisoners bring this in from the quarry in carts. The female prisoners wash clothes.

There are five wards and six cells; they are not lighted, and the prison is only patrolled every two hours up to midnight. There is no hospital, but the sick are kept separate in one of the wards. There has only been one death during the last five years. A light is kept burning at the gate in the constabulary guard room all night.

Separation is not attempted.

The staff of the prison consists of a Superintendent, a taskmaster, and a matron.

11. *Black River Short-Term Prison.*

This prison is situated in the middle of the town of Black River. It was for some time closed, but was reopened as a short-term prison in 1869, a large portion of buildings being reserved as a constabulary station. The premises are built of stones with shingled roofs, and are in fair order, though one part of the walls of the yard requires to be raised. In that part of the building occupied as the prison there are three wards, containing respectively 6,188, 2,968, and 5,628 cubic feet. There is also a ward in the constabulary station containing 1,460 cubic feet, which is used, when necessary, for female prisoners. There are two yards, one belonging to the constabulary station, the other to the prison. There is an open passage between them, and the constables use the same kitchen as the prisoners. At a trifling expense the constabulary yard might be shut off from the prison yard, and orders have been issued by Government to have this done.

The boundary wall of this prison is too low in one portion, and could easily be got over. Two prisoners did escape by this way, but both returned to the prison and gave themselves up the next day. The Superintendent never reported this to the Inspector of Prisons, and so no notice was taken of it. We believe the Superintendent, who was only on probation, has now been discharged. The prison was reopened on the 1st of March, 1869, as a short-term prison.

There is more accommodation here than in many of the district prisons, and if the whole building was given up to the prison department and the constabulary removed elsewhere, there would be ample space, even as a district prison. The arrangements here, as at Montego Bay, Port Maria, and

Port Antonio, of placing the constabulary in a portion of the prison buildings, is not, in our opinion, at all desirable.

There is no hospital. There have been no deaths since the reopening of the prison in 1869.

The only labour in force is quarrying stones, carting it from the quarry, and breaking it in the prison.

There is no patrol or lights, and the Superintendent, who did not appear to be as efficient as he ought to have been, goes to bed after locking up the prison.

The female prisoners are under the charge of a matron, and are employed in breaking stones and washing the male prisoners' clothes.

The usual books are kept by the Superintendent.

12.—*The Reformatory.*

"The Industrial School Act, 1857," 21 Vict., c. 41, provides for the establishment of industrial schools under the sanction and certificate of the Governor, and under this Act a certified industrial school for boys and another for girls, were established in the parish of Kingston. By Law 11 of 1869, as amended by Law 30 of 1872, Government reformatories were substituted for industrial schools, and the control of the institutions and the appointment of their officers was vested in the Governor.

Under these laws any child, apparently under the age of 14 years, who is found begging in any street or public place ;

Who is found wandering, not having any home or settled place of abode, proper guardianship, or visible means of subsistence ;

Who is found destitute, either being an orphan, or having a surviving parent who is undergoing penal servitude or imprisonment, or who frequents the company of habitual thieves ; may be sent to a reformatory and detained up to the age of 16 years.

And any child under the age of 16, convicted of any offence by a Court of Law, may also be sent to a reformatory till he completes the age of 16. The Governor has power to order any child to be discharged upon such conditions as he approves, and the manager every six months may, by licence under his hand, renew a licence with the Governor's sanction at any time after the expiration of eighteen months of the period allotted for the detention of a child, permit such child to live with any trustworthy and respectable person named in the licence, and may, at any time after the granting of the licence, bind him, with his own consent, apprentice to any trade, and sue in his (the manager's) name for the wages, or institute a prosecution for the ill-usage of the apprentice.

Further, any child at the expiration of the period for which he shall have been committed to any reformatory, may, with the consent of his natural or appointed guardians, or if he has no such guardian, then of his own free will, contract with the manager to serve for a further period not exceeding two years, in order to be improved in any craft which he has already been partially taught.

There is at present only one Reformatory constituted under these laws. It is situated at Stony Hill, about nine miles from Kingston, at an elevation of 1,400 feet above the sea. The buildings were originally constructed as barracks for European troops, and are well adapted for their present purpose. They consist of several detached blocks, the boys' quarters being at a considerable distance from those of the girls. One of these blocks is occupied as a training college for young men intended to be schoolmasters, who are also under the supervision of the Manager of the Reformatory. Considering the character of the people, this arrangement scarcely seems a desirable one, as the college for these young men is just opposite the girls' quarters, and there is no fence of any kind between them. It is believed, however, that no ill results have occurred at present.

The institution is not surrounded by any wall. To use the Manager's own words, he prefers "moral to mural control."

The buildings are of stone, shingled. They have all roof-ventilation, and all, except the boys' barracks, have floor-ventilation also. There is also in both the barracks an open space of about three feet between the roof and the wall within the piazza.

In both the barracks there are fourteen square feet of window to every nineteen square feet of room. With the exception of the hospital the ventilation of the buildings is good. The drainage is excellent, there being a natural fall as well as good artificial drains.

There are latrines attached to the boys' and girls' quarters, one to the workshops, one to the hospital, and another to each officer's quarters. In all but one of these the earth system is in use, and well carried out.

The water supply is obtained from springs on the premises, and is sufficient and of good quality.

There is a stone open-air bath about sixteen feet square for the boys, who bathe in it every day. They are also taken to the river once a week. The girls are bathed every other day in a room in their own barracks. So far as we can judge from their appearance the children's cleanliness is well attended to.

The temperature is taken twice every day from a self-registering thermometer ; the average is 70°. The highest registered temperature during the past year was 83° ; the lowest 58°.

Both boys and girls sleep in general wards. A kerosene lamp is kept lighted in each ward all night. The number of cubic feet to each boy is 363 ; to each girl 483.

The buildings, however, require considerable repairs. Not only are the walls themselves and the shingles out of order, but in several instances the railings of the piazzas, which are at some height above the ground, are broken down, and the place is positively dangerous for children.

The greater part of the buildings are sadly in want of paint, and altogether in a discreditable shabby condition. In the words of the Manager they require not only considerable repairs, but much to be done for their general appearance and neatness. This latter requisite is indispensable for the proper conduct of an institution like the Reformatory. The eye must be educated for establishing a good habit of order, taste, and arrangement ; disorder and disfigurement will, of themselves, form

disorderly and untasteful habits. No one who knows the country can fail to see that these remarks, which are of universal application, are worth more than ordinary attention in this island.

The old provost cells are occasionally used for the punishment of offenders, but no boy is ever kept there for more than a day, unless it is necessary to prevent his absconding.

Penal labour, in the strict sense of the word, is unknown at the Reformatory. The boys are employed in the garden and workshops, which include a carpenter's, cabinet maker's, and cooper's shop, each under the charge of an English workman. The garden is superintended by an English gardener. They do not now work outside the institution, though this was formerly the case. The girls are employed in washing and housecleaning. The institution enters into contracts with private individuals for washing; this, if carefully supervised and attended to, will be well supported, and form a considerable source of revenue.

The officers of the institution consist of—

The Superintendent, who receives a salary of 340*l.* per annum.

A Schoolmaster, 150*l.* per annum.

A Clerk and Storekeeper, 75*l.* per annum.

A Gardener, 75*l.* per annum.

A Cooper, 120*l.* per annum.

A Carpenter, 100*l.* per annum.

Three male warders, one at 18*s.*, the others at 10*s.* a-week.

A Watchman, at 9*s.* a-week.

A Salesman, at 12*s.* a-week.

A Tailor, at 14*s.* a-week.

A Cartman, at 10*s.* a-week.

A Matron, at 35*l.* per annum.

A Schoolmistress, at 35*l.* per annum.

Two Female Warders, at 10*s.* and 8*s.* per week, respectively.

An Hospital Nurse, at 8*s.* per week.

They all, with the exception of the salesman and cartman, reside on the premises, are provided with quarters, and are allowed to purchase their food from the Reformatory stores at cost price, plus 5 per cent. for carriage, which is done by the Reformatory cart. However necessary this arrangement may have been when the institution was first opened at Stony Hill, we cannot now recommend its being continued, for we are satisfied that there will be no difficulty in procuring supplies from the shop close by.

The garden, which now contains ten acres, promises to be a great success. It not only is a source of increasing profit to the Reformatory, but tends to supply a want much felt in Kingston, by setting the example of cultivating European vegetables, besides sugar-cane, bananas, plantains, and other tropical fruits; potatoes, parsnips, lettuces, English peas, artichokes, and other productions of temperate climates are successfully grown.

At present the institutions, both reformatory and training college, are under the sole management and control of one officer, over whom there is no supervision whatever.

We would recommend that the Inspector of Prisons should periodically visit the Reformatory in the same way and with the same authority as he inspects the different prisons under his charge, and that, if possible, the training college be placed under the periodical supervision of the Professor of the Queen's College.

Reformatory Diet Table.

For each boy and girl—

Tea.—Half pint of hot water and sugar.

Breakfast.—1½ lb. breadkind, 2 oz. of salt or fresh meat, salt sufficient; or, half pint of rice or cornmeal, lard and salt to season.

Lunch.—¼ lb. bread.

Dinner.—Same as breakfast, except on soup days, when the same quantity of salt or fresh beef is given, and the weight of the peas is deducted from the breadkind.

List of Books kept in the Reformatory at Stony Hill, in the Parish of St. Andrew.

Day Book, Journal, Ledger, Cash Book, Register of Admission, Register for Criminal Justice Report, Letter Book, Order Book, Receipt for Money, Store Issue Diet Book, Detention Book, Receipt Book for prisoners admitted, Copying Book, Discharge Book, Requisition Book, General Order Book, Bank Book, School Register, and Punishment Book.

(No. 1).—RETURN showing the Greatest and Smallest Number of Prisoners, and the actual Average Confined in each of the Prisons in Jamaica for the five Years from 1868 to 1872.

Prison.	1868.		1869.		1870.		1871.		1872.		Actual Daily Average.
	Greatest Number.	Smallest Number.	Greatest Number.	Smallest Number.	Greatest Number.	Smallest Number.	Greatest Number.	Smallest Number.	Greatest Number.	Smallest Number.	
Saint Catherine ..	102	54	126	73	146	81	126	78	149	76	99
Mandeville ..	81	37	75	36	103	44	91	48	107	46	64
Falmouth ..	100	67	82	62	105	76	96	56	71	57	78
St. Mary ..	60	32	80	43	69	39	65	34	61	33	51
Hanover ..	79	29	57	23	76	22	81	42	73	32	45
Middlesex and Surrey ..	52	8	40	9	53	10	57	13	41	8	28
Black River ..	..	..	7	2	8	8	6	5	9	4	5
Montego Bay ..	35	3	9	1	16	1	21	4	18	3	6
Saint Ann's Bay ..	..	..	..	..	..	..	..	..	22	1	7
Port Antonio ..	..	..	..	..	..	..	..	..	8	1	4
Morant Bay ..	37	19	52	21	50	5	26	5	26	7	15
General Penitentiary ..	563	390	507	438	487	398	481	401	510	403	452

Inclosure 2 in No. 2.

Major-General Mann to the Colonial Secretary.

(Extract.)

September 20, 1875.

THE following three services will probably be undertaken at the General Penitentiary during the ensuing financial year, namely, the construction of—

1. A range to contain, when complete, 136 cells for the separate confinement of prisoners.

2. New offices and stores to replace the present old ones, recommended to be pulled down.

3. A residence for the Deputy-Superintendent of the Prison. As the proper sites of the above-mentioned buildings cannot be satisfactorily fixed, without considering the three proposals together, I have thought it best to submit in one report the considerations involved, and in so doing I beg leave to offer the following observations:—

The want of additional cells for the separate confinement of prisoners has long been felt.

The proposal now made is brought forward in consequence of your letter dated 7th November, 1874. According to the original design of the Penitentiary, a copy of which is preserved at that Institution, it seems to have been intended that future extension of the cell accommodation should be made by the erection of a long range, placed perpendicularly to the two existing ranges, and forming with them, the outline of the letter T. After consultation with the Inspector of Prisons, I agree with him that a better arrangement would be to build any new cells that may be required, so as ultimately to form two additional ranges parallel to and symmetrical with the existing Ranges.

There will be no difficulty in beginning that range at one end, and building each year so many cells only as it may be thought expedient to provide for.

No. 2.

TRINIDAD.



TRINIDAD.

No. 3.

Governor Irving, C.M.G., to the Earl of Carnarvon.—(Received August 13.)

My Lord,

Trinidad, July 14, 1875.

I HAVE the honour to inclose the usual Reports relating to crime and prison discipline in Trinidad for 1874.

2. I have not failed to give my anxious consideration to the remarks on these Reports for 1873, which were conveyed to me in your despatch No. 179 of the 12th of November last. Some necessary amendments have been made in the prison regulations; but it is obvious that what is really essential to the improvement of the system of prison discipline in the direction indicated by your Lordship, is additional prison accommodation; and with the very heavy pressure on the Public Works Department, which, until Mr. Messervy's recent return from leave, has been conducted by Mr. Tanner, single-handed, it has been impossible for the Government to commence any new buildings. I trust that the early appointment of a First Assistant Colonial Engineer will relieve the Department from the severe strain under which it has at present to work.

3. In considering the question of prison discipline in Trinidad, it is necessary to bear in mind the character of the offences which have to be dealt with. Of 3,100 persons committed to prison in 1874 for penal imprisonment, no less than 2,828 were sentenced for three months and under, 195 for less than a-year, and only 70 for one year and upwards. Of the total number sentenced for three months and under, about one-half may be regarded as non-criminal, being imprisoned for offences against the Law of Master and Servant, or against Ordinances relating to the social economy of the Colony. The other half are of the vagabond or "rowdy" class, who are imprisoned in many cases over and over again for such offences as fighting, 297 cases; assaults, 207; drunkenness, 155; bad language, 122; riotous conduct, 166; vagrancy, 108. Thus, setting apart females and juveniles, there are three classes of prisoners to be dealt with:—long-sentenced prisoners; short-sentenced prisoners—criminal; short-sentenced prisoners—non-criminal.

4. For the first class what is required, is the ordinary prison discipline, to consist of a preliminary penal stage of strict separate confinement within the gaol, and subsequent employment at hard labour.

For the second class, treatment for the whole term of sentence in the penal stage.

For the third class, hard labour, sufficiently irksome to give them a wholesome dread of imprisonment, and as far as possible remunerative.

5. The first class have to be punished for their crimes, and as far as possible to be reformed.

The second class have to be deterred by sharp punishment from repetition of their misconduct; reformation by a few weeks' imprisonment is out of the question.

The third class have to be deterred, and to be made to atone for their offences by the performance of useful work.

6. Adopting this classification, the proper course appears to me to be to reserve the Royal Gaol in Port of Spain as a place of confinement for all prisoners in a penal stage, and for any long-sentence prisoners who have passed that stage, but whom for any reason it may not be expedient to employ outside the walls of the prison. To send to the depôt at Carrera's Island, or to that at Chaguanas (with the foregoing-exception), long-sentence men who have passed the penal stage; and to send all non-criminal short-sentence prisoners to Chaguanas, where suitable occupation can be supplied them in the cultivation of the soil.

7. To carry these views into effect, it will be necessary very considerably to increase the number of separate cells in the Royal Gaol. There is considerable difficulty in doing this, owing to the limited space within the walls; but if it cannot

be done otherwise, I think the best mode of effecting it will be by building a new prison elsewhere for the women.

8. With respect to the proposed Government Reformatory School, I regret that I have felt myself obliged to re-open the question of its site. The present proposal is to place it at the Convict Station at Chaguanas. But, independently of the objection to locating a school of this sort at a penal station, Chaguanas, appears to me altogether unsuitable, owing to its remoteness and inaccessibility. By land it can only be approached from Port of Spain by a drive of ten miles, and a ride over a very indifferent bridle-road of ten miles more; and by sea it can only be approached or quitted at high-tide. A Reformatory School in such a locality could be under no effective supervision; it would be out of reach of visitations by the officers of Government, or by the clergy and others who might take an interest in the institution; and the boys would be brought up, out of the world, and with no other surroundings about them than those of a Convict Dépôt. I conceive that a school established under such auspices, could have little chance of success; and although I greatly regret the consequent delay, I have felt that I had no alternative but to re-open the question, and to endeavour to obtain a suitable site in the neighbourhood of Port of Spain. I have heard of one or two such sites which I think will sufficiently answer the purpose; and I hope to be able very shortly to report to you that the project has taken tangible shape.

I have, &c.

(Signed) HENRY T. IRVING.

Inclosure 1 in No. 3.

Report.

AS I only arrived in the Colony at the end of last July, and, in consequence of the long vacation, had no experience of the practical working of the Criminal Law until October, I do not think I can usefully do more than call attention to some of the more prominent results of the statistics upon which I am called upon to report.

A census of the Colony was taken in 1861 and another in 1871. At the former period the population was 84,438, at the latter 109,638. This gives the decennial increase as 25,200, and therefore the yearly increase as 2,520.

Taking these figures as data, the mean population in each of the four years which these returns cover is nearly as follows:—

1871	..	..	..	..	..	..	..	108,500
1872	..	..	..	..	..	..	..	111,000
1873	..	..	..	..	..	..	..	113,500
1874	..	..	..	..	..	..	..	116,000

Therefore, in 1874 the proportion of convictions for crimes tried in the Supreme Criminal Court to population is as follows:—

Murder, other than wife murder	..	..	..	..	1	in 10,000
Wife murder	..	..	..	..	0.17	„
Crimes of any kind, in which life is taken or attempted	..	..	..	..	1.6	„

Taking crime of all kinds tried in the Supreme Criminal Court, we have the following convictions per 10,000 of population:—

1871	..	..	..	..	..	..	..	5.7
1872	..	..	..	..	..	..	..	9.6
1873	..	..	..	..	..	..	..	8.1
1874	..	..	..	..	..	..	..	7.6

The estimates of population are of course liable to various sources of error, but it may, I think, be safely assumed that this error never amounts to one-ninth of the estimated number—an allowance which admits the possibility of an error of 12,000 in the 108,500, the computed population of 1871.

This error is amply compensated by diminishing the proportions above given by one-tenth.

It is therefore, I think, clear that the proportions of crime per 10,000 are not under the following rates:—

In 1874.	Murder, other than wife murder	..	..	..	..	0.9
	Wife murder	..	..	..	..	0.15
	Crime of any kind, in which life is taken or attempted	..	..	..	..	1.4

Crime of all kinds—

In 1871	..	..	..	..	..	..	..	5.1
1872	..	..	..	..	..	..	..	8.6
1873	..	..	..	..	..	..	..	7.3
1874	..	..	..	..	..	..	..	6.8

Taking the population of England and Wales at 24,000,000, if the Trinidad crime rate of 1874 obtained there, we should have for one year the following minimum actual results :—

Murder, other than wife murder	..	..	..	..	..	..	2,160
Wife murder	..	..	..	..	..	..	360
Crime of any kind, in which life is taken or attempted	..	..	..	..	..	..	3,360
Crime of all kinds	..	..	..	..	..	..	16,320

It will be seen that so far as serious crime, that is, crime dealt with in the Supreme Criminal Court, is concerned, the year 1874 exhibits a less rate than 1872 or 1873, but a slightly greater rate than 1871.

The respective numbers of convictions and acquittals in the Supreme Criminal Court are as follows :—

				Convictions.	Acquittals.
1871	..	..	..	62	60
1872	..	..	..	107	35
1873	..	..	..	93	82
1874	..	..	..	88	25

so that in 1871 and 1873 the acquittals nearly equalled the convictions, while in 1872 and 1874 the convictions exceeded the acquittals by more than three to one. I am unable to assign any cause for this difference in results.

In estimating the value of our criminal statistics, the peculiar character of our population should not be lost sight of.

The coolie immigration constantly introduces numbers of persons who remain among us for a limited time only, and who come with characters formed under influences in which Trinidad has had no share. The crime of this section of the population is no criterion of the general law-abidingness of the community.

I think it would render the statistics here of greater value if the cases where the criminal is an indentured labourer were kept distinct from the other cases. If this were done, I believe that the crime-rate at all event for serious crime, would be found favourable to the character of the permanent population.

There were in 1874 two convictions for wife murder, both, I believe, amongst the immigrant population.

Amongst indentured immigrants the males exceed the females in the ratio of about two to one. In 1874, of the immigrants embarked at Calcutta, 1,687 were males and 853 females.

These murders generally arise from a man's wife or reputed wife leaving him for some other man, and the best mode of dealing effectively with the offence is not easy to discover.

The ideas of a Hindu as to the conjugal relation and as to the value of human life seem to differ essentially from those of Europeans. According to the best information I can obtain, he considers himself as having the same rights in his wife as in a valuable chattel, and accordingly considers that he is entitled to destroy the chattel if it is wrongfully taken from him; and if he is hanged for this, it is regarded more as ill-luck than as a just punishment. Moreover, as a Hindu generally cares very little for death, and the Colony is continually receiving a fresh supply of immigrants imbued with the same ideas, the deterrent effect of this punishment is not great.

A gentleman of great experience here has suggested that a series of floggings on the estates where a wife-murder was committed would be much more deterrent than the execution of the criminal. If this be so, the suggestion appears to deserve attention, as the present mode of punishment would seem to be a mere useless waste of human life.

With reference to offences dealt with by District Magistrates, it is impossible not to be struck by the difference which exists in the various districts between the proportions of the dismissals, for want of prosecution or at the hearing, and the convictions. The following analysis will illustrate this :—

In four districts—Eastern District of St. George's; Port of Spain and Western

District of St. George's; Mayaro, Nariva, and Manzanilla; and St. David's—the convictions exceed the dismissals :—

Eastern District of St. George's.

	Total Dismissed.	Convicted.
Dismissed for want of prosecution	586	
Dismissed at the hearing	311	
	897	1,309

Or, approximately :—Convictions to dismissals, as 6 to 4.

Port of Spain and Western District of St. George's.

	Total Dismissed.	Convicted.
Dismissed for want of prosecution	1,060	
Dismissed at hearing	683	
	1,743	2,175

Or, approximately :—Convictions to dismissals, as 5 to 4.

Mayaro, Nariva, and Manzanilla.

	Total Dismissed.	Convicted.
Dismissed for want of prosecution	24	
Dismissed at hearing	16	
	40	57

Or, approximately :—Convictions to dismissals, as 6 to 4.

St. David's.

	Total Dismissed.	Convicted.
Dismissed for want of prosecution	8	
Dismissed at hearing	9	
	17	18

Or, approximately, the convictions and dismissals are equal.

But in Victoria, San Fernando, Caroni and the Western District of St. Patrick's, the dismissals exceed, and in the first two districts are more than double, the convictions :—

Victoria.

	Total Dismissed.	Convicted.
Dismissed for want of prosecution	589	
Dismissed at hearing	278	
	867	359

Or, approximately :—Dismissals to convictions, as 75 to 30.

San Fernando.

	Total Dismissed.	Convicted.
Dismissed for want of prosecution	1,225	
Dismissed at hearing	780	
	1,955	853

Or, approximately :—Dismissals to convictions, as 70 to 30.

Caroni.

	Total Dismissed.	Convicted.
Dismissed for want of prosecution	552	
Dismissed at hearing	363	
	915	679

Or, approximately :—Dismissals to convictions, as 40 to 30.

Western District of St. Patrick's.

	Total Dismissed.	Convicted.
Dismissed for want of prosecution	287	
Dismissed at hearing	208	
	495	414

Or, approximately :—Dismissals to convictions, as 36 to 30.

There can, I think, be little doubt that many, especially amongst the coolies, use the Districts Court as instruments of extortion ; and they effect this object by means of trumped-up charges, supported by perjured witnesses.

Such cases may result in a dismissal for want of prosecution if either the prosecutor succeeds in frightening the defendant into compliance with his demand, or finds the attempt wholly useless.

I would venture to suggest that where coolies are parties much caution should be used as to granting adjournments, and the useful power given by Section 69 of Ordinance No. 5 of 1868, of awarding compensation to a defendant against whom a frivolous or vexatious charge is brought, should, in all proper cases, be exercised.

(Signed) HENRY LUDLOW, *Attorney-General*.

July 12, 1875.

Inclosure 2 in No. 3.

Report on Royal Gaol, as required by Clause 100 of Gaol Regulations.

Discipline Officers.

During the year ending 31st December, 1874, (2) two turnkeys were dismissed for misconduct, and (5) five resigned.

In (79) seventy-nine cases in which reports were made against turnkeys for neglect of duty or misconduct, fines were inflicted.

One matron resigned during the year and four were fined.

The conduct of the discipline officers has been generally good, and I have noticed a decided improvement in their general tone, and a stricter discipline amongst them since the date of my last report.

By a different arrangement of the duties, the presence at the Royal Gaol during the night of (3) three additional turnkeys has been secured without any increase of the staff; the spell of night duty has also been reduced from 12 hours to 6.

A more efficient supervision is thus ensured, and at the same time the severe nature of the night duty is somewhat relaxed.

State of the Buildings.

The buildings, as heretofore, are kept in repair by prison labour.

The flooring of the cells on the ground floor is rotten but steps have been taken for its renewal.

At the Convict Dépôt, Chaguanas, two new wards have been added, which has increased the number of separate cells there from 26 to 86.

These wards, which are of wood, should be painted exteriorly to preserve them from the weather.

The superintendent has greatly improved the female labour yard at the Royal Gaol,

by building a stone wall which effectually separates it from the yard in which the male convicts work.

Separate working cells have also been constructed, in which each female convict works by herself at washing, sewing or stone-breaking; and although there are not a sufficient number of these cells to ensure solitude for each, still it is a step in the right direction.

The forge also has been removed from the dangerous position it occupied before, and has been placed in a safe and commodious stone building in the male labour yard.

General Rules and Regulations.

The new rules have been followed during the year, but I regret to have to report that the ambiguity of the wording of some of the clauses prevents their working satisfactorily.

One instance will suffice:—

Clause 74 was evidently intended to give the Inspector of Prisons, or Visiting Justice, ample powers to punish any breach of gaol discipline committed by a convict, but it is so worded that whether the offence committed be a mere trifling infraction of the rules, or a most aggravated assault upon a turnkey, corporal punishment cannot be inflicted unless for a third or subsequent offence.

The mark system introduced under these rules works well in the opinion of the superintendent.

Mr. Harley reports that the prisoners take a great interest in it, and that many watch jealously the number of marks they obtain, of which they are informed once a week by the superintendent.

Economy and Expenditure.

Every attention has been paid to ensure the strictest economy consistent with the efficient working of the establishment, and a constant check and supervision maintained over every item of expenditure.

I think this to be the fitting place to remark that whilst the most rigid economy should be observed, the ultimate object for which the gaol exists should not be lost sight of, viz., the suppression or at all events the diminution of crime.

It is but a blind and suicidal policy which seeks before anything else to make the value of prison labour cover the cost of the establishment, as the real return for present outlay is to be looked for in the future, and not in the present.

As a secondary consideration, prison labour may and indeed ought to be made as productive as possible.

Expenditure, with salaries, to 31st December, 1874	..	..	..	£	s.	d.
Valuation of labour	..	..	..	7,632	18	3½
				6,115	10	8

Prisoners.

On 31st December, 1874, there were in confinement in the Royal Gaol and the Convict Depôts,

Male prisoners	..	..	..	..	..	..	..	415
Female prisoners	..	..	..	..	..	..	..	51
Total	..	..	..	..	..	..	..	466

These prisoners were thus classified:—

Felons	..	..	..	..	..	..	..	141
Misdemeanants	..	..	..	..	..	..	..	296
Debtors	..	..	..	..	..	..	..	3
Waiting trial	..	..	..	..	..	..	..	11
Adjourned cases	..	..	..	..	..	..	..	14
Committed for want of bail	..	..	..	..	..	..	..	1
								466

The total number committed during the year 1874 was 3,377.

The daily average during the two years was:

							1873.	1874.
Males	..	..	..	..	..	..	331	370
Females	..	..	..	..	..	..	25	36
							356	406

Escapes.

The escapes during the year have been 17, and 16 fugitives have been captured.

Employment of Prisoners.

Under this head, I beg to repeat all that I said in my last year's report. I do not know that I can express more fully or more forcibly the views I entertain as to the insufficiency of our present system as a deterrent, but the experience of the twelve months that have elapsed since the date of that report has strengthened my opinion, and furnished even stronger proof of what I then advanced.

It is painfully evident from the tables attached to this report that the year 1874 has seen no diminution in crime. The grand total of commitments to the Royal Gaol up to the 31st December, 1874, as shown in Table A, was 3,377, an increase of 728 on the preceding year; and if we deduct from the two years the total number of breaches of laws which cannot be considered in any sense criminal, such as :

Breach of contract.	Immigrant without pass.
" sanitary regulations.	Non-payment of compensation.
" harbour regulations.	" bail bond.
" tramroad regulations.	Plying for hire without license.
" borough regulations.	Riding on shaft of cart.
Debt.	Squatting.
Debt to the Crown.	Trespass.
Driving cart without badge.	Witness for Crown.

we shall find that the increase of crime, properly so called, is very much more considerable.

An examination of the different heads under which this large number of offenders is classified, proves beyond a doubt that as yet no improvement has begun in the criminal classes of this Colony.

Table A shows that whilst the number of felons and misdemeanants committed in 1874 exceeds the number committed in 1873 by 831, the number of females committed in the latter year is nearly double that of those committed in the twelve preceding months.

In 1873 265 females were committed, and in 1874, 518; or to state the case in another way: in 1873 the proportion of female to male crime was 11·83 per cent., whereas in 1874 it increased to 18·38.

The table of ages of prisoners committed gives also a most unsatisfactory result, shewing a large increase of commitments of juvenile offenders, viz. :—

Between the ages of 10 to 15 years, an increase of	..	..	..	..	30
" 15 to 18 "	..	..	..	..	108
" 18 to 20 "	..	..	..	..	145
" 20 to 25 "	..	..	..	..	160

This, I fear, tends to give additional proof (if any were required beyond that furnished by Table F) that juvenile crime is terribly on the increase.

The next Table which calls for attention is Table B, and certainly the comparison it affords between the two years is far from being satisfactory. Drunkenness, disturbing the peace, fighting, &c., &c. (*vide* Table G), have greatly increased.

Another and a most serious feature appears in Table C, which shows that whilst the number of offenders of other countries has not increased during the year disproportionately with the immigration therefrom, there were 864 Trinidadians committed to the Royal Gaol in 1874, as against 535 in 1873.

I look, however, upon Table F as the one which calls for the most serious attention of all, except, perhaps, that part of Table A showing the increase of female crime.

By Table F it will be seen that whereas in 1872 there were but 36 juvenile offenders in the Royal Gaol, that number in 1873 increased to 51, and in 1874 had

gone up to 82; that in 1872 there were but 6 female juveniles, in 1873 only 7; but in 1874 there were 21 committed.

In 1872 the number of second commitments of the same offender were but 1, and of third committals 3; whilst in 1873 the second committals amounted to 13, the third to 3, the fourth to 2, and the fifth to 1; and in 1874, following the same downward tendency, the second commitments were 14; the third, 15; the fourth, 4; and the fifth, 1.

The state of things, therefore, with which we have to contend is a general and large increase of crime of all kinds, a marked increase of depravity in both females and juveniles, and a most undoubted augmentation of drunkenness, disorderly conduct of every kind, and vagrancy.

It may, perhaps, be said that these Returns do not necessarily show real increase of crime, and that the apparent increase may be due to greater vigilance on the part of the police. I trust that such may be the case; but even so the fact unhappily remains that in the year 1874 there was a large amount of crime in the island; and I fear that the daily records of the police courts and the gaol do not show that the first three months of 1875 have been less prolific of offences than the corresponding period of the previous year.

I may here call attention to the fact that the Tables A to F, which are compiled from the records of the Royal Gaol, refer only to those offenders who have been punished by imprisonment; and that as many a person fined, say 1*l.* for a comparatively slight offence, is committed to gaol for inability to pay, whilst others who are heavily fined for much graver offences pay the pecuniary penalty at once, they can scarcely be considered as affording true statistics of crime throughout the island. I have, therefore, added Tables H and I, which show the number of offenders of every class (except debtors) brought before the different Tribunals of the Colony. By Table I it will be seen that 4,118 of our population were during the year punished for offences of a more or less serious nature.

On examination of Table I a somewhat curious fact will be noticed, viz., that the general crime of the island appears to have been less in 1874 than in the preceding year, although the number of commitments to the Royal Gaol during the past year (as shown by Table A) were far more numerous.

This proceeds from one of two causes (possibly from both); either the magistrates have more frequently imprisoned offenders without giving them the option of a fine, or the fines inflicted have been so high that the parties fined were unable to pay.

I now come once more to the consideration of an all-important question. What is to be done to check this too evident increase of crime, which, if not speedily stayed, will gather impetus as it flows on, till it overwhelms all that comes in its way? and before endeavouring to solve the problem, I would make a few remarks upon the nature of the offences which are most rife here.

I have not before me the means of drawing from statistical returns any comparison between this Colony and others similar to it in the nature, habits, and education of its people; but speaking from my general knowledge I state confidently that, so far as the more serious crimes are concerned, Trinidad has no reason to fear a comparison even with countries more civilized and advanced than herself.

The real bane of our society is idleness and all its attendant vices, drunkenness, gambling, and immorality of the grossest and most degrading kind; which latter entails two serious physical evils, the deterioration of our population and a check of its natural increase.

The first thing that strikes a stranger arriving in Trinidad is the great number of able-bodied men and women who spend their time lounging about the streets literally doing nothing; and after a very short residence here the fact becomes evident that the same people are always thus spending their time, so that it is not merely an accidental holiday or occasional want of work that keeps them doing nothing, but habitual and systematic idleness.

This is the more remarkable in a Colony the magnificent resources of which cannot be fully developed from want of labour, and to which for the last thirty years labourers have been brought from the East at an immense cost.

The question will naturally be asked, How do such people live? The answer is easily given, and its truth practically proved by the returns annexed to this Report. By petty theft, by gambling, by prostitution, and many other means more or less illegal or immoral.

I do not deny that occasionally a little work, if work it can be called, is done by me of them. A woman who is well known as a common prostitute will now and

then do a little washing, or eke out her means of subsistence by making a batch of cakes or bread, and this, too, in the very room in which she carries on her more ordinary occupation.

The gambler will sometimes go on a fishing or shooting expedition, especially if he can persuade some officers from the garrison or other strangers to take him as a guide on an expedition which to him is all profit.

It cannot, however, be pretended that this is work, and the great difficulty is to bring such a pressure upon these people as will compel them to labour honestly as free men, or if they will not, then to obtain compulsory labour from them in the Royal Gaol.

It is useless to attempt to deny that this is a serious difficulty. It is one which is experienced in all intertropical countries; and is mainly owing to the fact that whilst using every legitimate means of inducing and even enforcing habits of industry, it is absolutely necessary for those in authority (whether Government or private individuals) to do nothing which has the slightest tinge of oppression, or which may in any way recall the bygone days of slavery.

I venture to sketch the outlines of a plan which I conceive would go far towards removing the difficulty and curing the evil.

I commence with the gaol, for it appears to me that much of the faultiness of our present system lies in the actual constitution of that establishment as a *locus penitentiae*.

A glance at the Tables appended to this Report show that a large number of persons are yearly committed to the Royal Gaol for offences which are, after all, what lawyers call *mala prohibita* not *mala in se*. For instance, during the year 1874, 532 were committed for breach of contract—367 immigrants without pass, and a large number of others for such offences as riding on shaft of cart, plying without a badge, &c. It cannot be pretended that such offenders as these require the reformatory discipline of a gaol, or that the offences in themselves merit penal labour. A labourer may frequently neglect his task work, and yet be a very estimable member of society generally; and the carter who obstinately persists in riding on the shafts of his cart may be an excellent father of a family and a perfectly honest man.

These men, however, have been convicted of a breach of certain engagements into which they had entered; the one towards his employer, to whom he owes a fixed number of days' work in the month or year; the other towards the public, for whose protection certain traffic regulations have been enacted.

Having broken these engagements, they must pay their debt; but there can be no reason why they should be made to do so in company with felons and misdemeanors, and the worst scum of our population.

I would suggest, therefore, that offenders of this class should never become inmates of the Royal Gaol at all. A portion of the depôt at Chaguanas might be set apart exclusively for them, and sufficient land put into cultivation by them to keep them constantly employed at industrial labour.

There would be no communication between them and the penal gangs working in the forest; and, although in confinement, they would not be treated in any way as persons tainted with any crime.

This would dispose of one class of prisoners.

Those sentenced to long terms by the Supreme Court would, in the first instance, be committed to the Royal Gaol, there to undergo that probationary period of strictly solitary confinement which is now admitted by the most experienced in such matters to be absolutely necessary.

At the expiration of that time they would be drafted to the penal Depôt at Chaguanas, or Carera's Island, but never, save under exceptional circumstances, kept at the Royal Gaol.

I am strongly opposed to gangs of convicts of any class going from the gaol to work outside during the day, returning to the gaol at night, even with the precautions taken to isolate them at the quarry. They get an opportunity of seeing and making signs to their friends, and their imprisonment loses one of its great terrors, that feeling of being cut off from the rest of the world which has more or less effect upon every man not utterly devoid of feeling.

If it is thought desirable on economical grounds to continue working the quarries by convict labours, my plan would, of course, require modification; but I venture to reassert that the first thing to be sought is to make the gaol deterrent, without seeking to render it a source of revenue.

The other classes of criminals still to be dealt with are the females, the juveniles,

and what, for brevity's sake, I will call the vagrants, *i.e.*, all those who go to gaol under short sentences for petty offences.

With regard to the females, I beg to repeat what I said in my last Report. Whether they should remain in the Royal Gaol or elsewhere is a question of detail I need not now enter upon, but wherever they are to be, the *regime* necessary for them is, strict silence, complete isolation, the hardest work they can perform, and above all that they should never see the outside of the gaol until the expiration of their sentence.

Whilst dealing with this part of my Report, I think it my duty to state that, although very great improvements have been introduced by the Superintendent since last year, and a little more may yet be done in the way of maintaining rigid seclusion and silence, I fear that when we shall have reached the utmost limit of punishment which can be inflicted upon females we shall find that no diminution in numbers will result.

Mere punishment will not avail with these unfortunate creatures; the higher influences of religion, and strict discipline tempered with kindness, are needed to make them remember that which they have long forgotten—what in some cases I fear they have never even learned.

I believe the present Matron at the Gaol to be a steady, trustworthy person, but she certainly cannot do more than attend to carrying out the discipline of the Gaol, and is quite unfitted, both by position and education, to undertake anything like a work of reformation.

I venture to think that the clergy of all denominations would find amongst the female convicts ample material for their most strenuous exertions.

I am aware that the question of the Reformatory Schools is now under the serious consideration of the Executive, and I will therefore proceed at once to make my suggestions with regard to the treatment of the vagrant class.

These offenders should be dealt with at the Royal Gaol, and be kept to the very hardest description of labour, and the most rigorous diet and general treatment, consistent with humanity.

Of their reform there is but little hope, but a wholesome dread of severe discipline may possibly have a deterrent effect upon them.

A change in our present law will, however, be necessary to bring this class of offenders more effectually within its grasp, and I have ventured, in a letter to the Colonial Secretary of this day's date, to propose such an Ordinance as I think would have that effect.

It will be noticed that in that Ordinance I have made special provision for the punishment of any offenders who, when convicted of any offence bringing them within its scope, shall be proved to belong to any of the bands which, under different, infest the Colony, and are very fruitful sources of immorality and crime.

I think this would be practically easier, and certainly lead to better results, than to make the existence of these bands illegal, which might give them importance. It would also be difficult to frame a law rendering those societies illegal which would not interfere with the very different associations of the Good Templars, the Foresters, &c.

It may at first appear hard to extend the stringent provisions of the Habitual Criminal Ordinance to persons convicted summarily, but it must be borne in mind that, if we wish to strike at the root of the evil, we must attack the offences which are of daily and hourly occurrence, and which rarely, if ever, come before the Supreme Court.

Convict Depôts.

The two depôts at Chaguanas and Carrera's Island have been kept open during the year, and the amount of work of a severely penal nature performed at the two places has been very satisfactory, as the annexed Return K shows:—

								£	s.	d.
Chaguanas	..	..	..	..	..	..	..	1,455	18	0
Carrera's Island	..	..	..	..	..	..	..	558	4	0

But I feel again obliged to draw attention to the fact that nothing, or next to nothing, is done at either of these depôts to reform or educate the convicts.

Health, Sickness, and Death.

The Report of the Medical Officer (L) is attached, and gives full information on these points.

I see no reason to alter the opinion I expressed last year that the hospital is neither well situated nor suited in itself for its own wants.

Concluding Remarks.

The Report has already reached to a far greater length than I had originally intended, but the gravity of the subject treated of, and its close bearing on the future of the Colony, will, I trust, be my excuse, if any be needed from one holding the position I occupy, and deeply interested as I am, in using every effort to check the rapidly increasing crime of the Colony.

(Signed)

LIONEL M. FRASER,

*Inspector of Prisons.**Inspector of Prisons' Office, May 13, 1875.*

(Table A.)—RETURN of Prisoners committed to Royal Gaol.

Classification.	In 1873.		In 1874.	
	Males.	Females.	Males.	Females.
Felons and misdemeanants	2,239	265	2,817	518
Debtors	128	17	38	4
	2,367	282	2,855	522
	2,649		3,377	

AGES of Prisoners committed in 1873 and 1874.

		1873.	1874.			1873.	1874.
From 5 to 10 years ..		4	5	From 45 to 50 years ..		112	193
„ 10 to 15 „ ..		47	77	„ 50 to 55 „ ..		19	48
„ 15 to 18 „ ..		103	211	„ 55 to 60 „ ..		27	59
„ 18 to 20 „ ..		149	294	„ 60 to 65 „ ..		5	8
„ 20 to 25 „ ..		486	646	„ 65 to 70 „ ..		4	10
„ 25 to 30 „ ..		782	733	„ 70 to 75 „ ..		1	3
„ 30 to 35 „ ..		370	408	„ 75 to 80 „ ..		2	5
„ 35 to 40 „ ..		431	510				
„ 40 to 45 „ ..		107	167	Totals		2,649	3 377

(Table B.)—CRIMES and Offences for which Committed to Gaol in 1873 and 1874.

Crimes and Offences.	Committed in—		Crimes and Offences.	Committed in—	
	1873.	1874.		1873.	1874.
Adjourned cases	143	146	Insubordination on board ship ..	16	20
Arson	1	2	Inciting prisoners	1	5
Attempt at arson	1	..	Introducing prohibited articles	..	..
Assault and battery	158	207	into gaol, &c.	5	..
Assaulting and resisting police ..	52	45	Killing and slaying	1	1
Affray	7	2	Larceny	343	436
Attempt at larceny .. ..	..	1	Leaving cart unattended	7	1
„ at suicide .. ..	..	1	Language, violent, obscene, and	..	..
„ to murder .. ..	..	1	profane	76	122
Assuming to be a police constable	..	1	Murder .. ..	..	14
Breach of contract	476	539	Menaces	2	7
„ police discipline	2	1	Manslaughter	3	3
„ police regulation	4	4	Masquerading	2	..
„ sanitary regulation .. ..	..	1	Non-payment of compensation ..	7	11
„ harbour regulation	4	1	„ of bail bond	3	1
„ tramroad regulation	1	..	Non-maintenance of wife .. ..	..	4
„ borough regulation .. ..	..	2	Obtaining money, &c., under false	..	..
„ contagious disease ordi-	..	..	pretences	17	10
„ nance .. ..	..	26	Obstructing street	22	76
„ fire regulation .. ..	..	3	Plying for hire without license ..	4	9
Buggery	1	..	Perjury	4	9
Burglary	2	1	Practising Obeah .. ..	..	5
Breaking and entering	10	8	Robbery	3	2
Bigamy .. ..	..	1	Riotous and disorderly conduct ..	82	166
Cruelty to animals	5	8	Receiving and having stolen pro-	..	..
Contempt of Court .. ..	..	1	perty	32	77
Damaging to steal	8	7	Riding on shaft of cart	4	5
Damaging property	11	18	Riot	18	9
Drunkenness	102	155	Rape	3	2
Disturbing the peace	24	69	Removing spirits without license ..	2	2
Debt	145	42	Releasing animals on way to	..	..
Debt to the Crown	4	1	pound .. ..	..	3
Deserting from on board ship ..	..	7	Squatting	4	5
Driving cart without badge	1	..	Selling spirits without license ..	4	6
Exposing person	17	10	Stabbing, cutting, and wounding ..	28	12
Embezzlement	2	5	Setting fire without notice	23	1
Fighting	141	297	Sodomy	2	..
Furious riding and driving	10	10	Smoking on plantation	2	..
Forgery .. ..	..	1	Throwing missiles in public street	5	18
Found in yard, &c., for unlawful	..	..	Trespass	35	44
purpose	19	25	Throwing rubbish in public street ..	..	4
Fraud .. ..	..	1	Using false certificate	3	3
Found about to commit a crime ..	2	..	Uttering false pass	1	..
Gaming and found in gaming-house	5	17	Vagrancy	37	108
Gathering alms	7	3	Witness for Crown	1	2
Harbouring immigrants	3	1	Washing clothes in running stream	1	1
Having a weapon for unlawful	..	..	Wounding cattle	2	..
purpose	1	..	Waiting trial at Supreme Criminal	..	..
Immigrants without pass	332	367	Court	116	78
Indecent behaviour	27	57	Totals	2,649	3,377

(Table C.)—COUNTRIES of Persons Committed in 1873 and 1874.

Country.	1873.	1874.	Country.	1873.	1874.
Arabia	1	..	Martinique	17	20
Antigua	10	23	Madeira	19	21
Anguilla	5	6	Nevis	22	24
Africa	81	89	Nova Scotia	3	3
Barbados	139	164	Nassau	1	3
Bermuda	1	1	Norway	2	..
Cape de Verde	5	2	Sweden .. .. .	..	2
China	35	25	Scotland	5	7
Curacao	1	3	St. Martin	4	2
Denmark .. .. .	..	1	St. Vincent	46	100
Dominica	25	27	St. Kitts	27	40
Demerara	13	17	St. Bartholomew	2	4
England	30	32	St. Domingo	1	..
France	49	21	St. Lucia	7	3
Germany	1	8	St. Thomas	2	1
Greece .. .. .	..	1	Sta. Croix .. .. .	..	1
Grenada	105	133	Spain .. .. .	..	1
Guadaloupe	7	8	Saba .. .. .	..	1
India	1,357	1,592	Tobago	42	42
Italy	4	..	Tortola	3	11
Ireland	6	6	Trinidad	535	864
Jamaica	2	4	United States	4	5
Mauritius	1	..	Venezuela	12	22
Montserrat	17	37			
			Totals	2,649	3,377

(Table D.)—TRADES, &c., of Persons Committed to Royal Gaol in 1874.

Trades, &c.	No.	Trades, &c.	No.
Bakers	44	Printers	1
Barbers	1	Painters	17
Blacksmiths	25	Porters	2
Bookbinders	1	Police constables	7
Boatmen	21	Planters	2
Butchers	7	Servants	110
Cabmen	3	Seamen	140
Carpenters	63	Soldiers	3
Clerks	21	Seamstresses	66
Carters	17	Shipwrights	1
Coopers	20	Shoemakers	15
Druggists	1	Sailmakers	1
Distillers	1	Sawyers	2
Engineers	3	Shopkeepers	11
Fishermen	3	Saddlers	4
Goldsmiths	1	Schoolmasters	1
Grooms	1	Tailors	30
Gardeners	7	Tobacconists	1
Hucksters	4	Tinsmiths	5
Interpreters	4	Upholsterers	3
Joiners	13	Washers	139
Labourers	2,520	Wheelwrights	3
Musicians	1		
Masons	29	Total	3,377

(Table E.)—RELIGIOUS Denomination of Persons Committed in 1874.

Denominations—			
Church of England .. .. .	..	..	820
Roman Catholic .. .. .	..	..	968
Wesleyan .. .. .	..	..	21
Presbyterians .. .. .	..	..	2
Moravians .. .. .	..	..	2
Jews .. .. .	..	..	—
Mussulmen .. .. .	..	..	311
Hindoos .. .. .	..	..	1,234
Chinese .. .. .	..	..	17
Baptist .. .. .	..	..	2
Total .. .. .	..	..	3,377

(Table F.)—JUVENILE Offenders committed to Royal Gaol in 1872, 1873, and 1874.

Year.	Sex.		Number of Times Committed.			
	Male.	Female.	2nd.	3rd.	4th.	5th.
1872	30	6	1	3	..	..
1873	44	7	13	3	2	1
1874	61	21	14	15	4	1

(Table G.)—SHEWING the Increase in certain Crimes during 1874.

Crimes.	Committed in		Committals in 1874 exceeds 1873 by
	1873.	1874.	
Drunkenness	102	155	53
Disturbing the peace	24	69	45
Fighting	141	297	156
Gaming	5	17	12
Indecent behaviour	27	57	30
Larceny	343	436	93
Obscene language	76	122	46
Riotous and disorderly conduct	82	166	84
Receiving stolen goods	32	77	45
Vagrancy	37	108	71

(Table H.)—CASES brought before the Sitting Magistrates in 1874.

Offences against the Person.	Prædial Larceny.	Offences against Property other than Prædial Larceny.	Other Offences.	Total Number of Cases.
2,334	21	1,814	6,849	11,018

(Table I.)—Cases disposed of before the Sitting Magistrates in 1872, 1873, and 1874.

How Disposed of.	1872.				1873.				1874.			
	Offences against the Person.	Prædial Larceny.	Offences against Property, other than Prædial Larceny.	Other Offences	Offences against the Person.	Prædial Larceny.	Offences against Property, other than Prædial Larceny.	Other Offences.	Offences against the Person.	Prædial Larceny.	Offences against Property, other than Prædial Larceny.	Other Offences.
Convicted	594	19	453	3,406	693	14	687	3,869	705	15	730	4,118
Acquitted	1,539	21	938	3,472	1,821	7	1,280	3,194	1,559	6	1,054	2,700
Remanded to Superior Criminal Court	47	..	32	40	85	..	36	65	70	..	30	31
Totals	2,180	40	1,423	6,918	2,599	21	2,003	7,128	2,334	21	1,814	6,849
Grand totals	10,561				11,751				11,018			

(Table K.)—RETURN of Labour performed at the Convict Depôts at Carrera's Island and Chaguanas during 1874.

Where Employed.	Nature of Employment.	Number of Days.	Number of Men.	Average per Man, per Day.	Amount.
Carrera's Island ..	Quarrying stones and breaking metal for Government work ..	309	11,164	s. 1	£ s. d. 558 4 0
Chaguanas ..	Felling trees, bringing out timber and railway-sleepers, and keeping roads in order ..	309	29,118	1	1,455 18 0
					2,014 2 0

Abstract of Gaol Hospital Return for 1874.

PREVALENT DISEASES.—Diarrhœa and dysentery have been the most urgent; next inflammatory diseases of the chest, often with heart complications and asthma; rheumatism, chiefly articular; several cases of prostration from the abuse of opium. Syphilis in all its aggravated forms, and constitutional ulcers often gangrenous (these three last on incoming prisoners): dropsies connected with old organic disease of liver, spleen, or kidneys, and a few cases of choleraic diarrhœa of extreme suddenness and severity, chiefly owing to the unseasonable weather, north winds and showers.

Average daily number of prisoners under medical observation and treatment as follows:—

In hospital	..	..	..	..	..	..	..	23
Female quarters	..	..	..	..	..	..	..	3
Out-patients	..	..	..	..	..	..	..	33
								59

Whole number on sick list, December 31, 1873	..	..	..	..	..	..	..	48
Number of new cases during the year	..	..	..	..	..	..	..	1,390
Total	..	..	..	..	..	..	..	1,438

In Royal Gaol—	DEATHS.							
Natural causes	..	..	..	..	..	..	..	16
Suicide	..	..	..	..	..	..	..	1
Judicial execution	..	..	..	..	..	..	..	7

Out-stations:—Chaguanas	..	..	..	..	..	..	..	24
								3

Royal Gaol—	CAUSE OF DEATHS.							
Judicial execution	..	..	..	..	..	..	..	7
Diarrhœa	..	..	..	..	..	..	..	5
Lung disease	..	..	..	..	..	..	..	5
Heart disease	..	..	..	..	..	..	..	3
Suicide	..	..	..	..	..	..	..	1
General dropsy	..	..	..	..	..	..	..	1
Congestion of brain	..	..	..	..	..	..	..	1
Diffuse subcutaneous abscess	1

Chaguanas dépôt—								24
Dysentery	2
Acute peritonitis	1
								3

Total	27
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One of these (the dropsy case) died fourteen hours after committal; another four days after, and another within the month. Three others were re-transferred for treatment to Gaol Infirmary from out-stations, two from Chaguanas, and one from Carrera's Island.

Malingers have been as busy as usual requiring great firmness, and at the same time much prudence and discretion in dealing with them.

Whole number of prisoners on office journal on December 31, 1873	..	..	..	..	..	..	..	466
Committed during the year	..	..	..	..	..	..	..	3,377
Total	..	..	..	..	..	..	..	3,843

Transferred to out-stations	..	..	..	..	..	..	..	672
(Of these 166 were indentured immigrants.)								

Number of prisoners labouring under serious illness at the time of their committal, and kept in hospital	..	..	..	..	..	..	..	93
Number of same class suffering from ill-health not necessarily confined to hospital, but becoming out-patients	..	..	..	..	..	..	..	618

Total	..	..	..	..	..	..	..	711
(Together nearly one-fifth of the whole number.)								

Prisoners at out-stations, when very ill, are, as a rule, re-transferred to Royal Gaol Infirmary for treatment.

It has been my duty occasionally to have to postpone (on account of ill-health) or even, in a few instances, to dispense with altogether (on account of protracted illness) the corporal punishment of some of the prisoners who had been sentenced thereto.

On my recommendation, vegetables have been substituted for an equivalent quantity of corn meal in the daily rations to all prisoners, as already provided for in the dietary scale. This was done to introduce a larger proportion of anti-scorbutic elements into the diet.

Three births have taken place within the Gaol this year.

All prisoners are inspected by the Medical Officer once a week.

The general sanitary condition of the Gaol was satisfactory. Considerable alterations have recently been made in the females' quarters, tending to improve discipline and sanitary conditions.

The changed position of the forge in the labour yard promises also, when completed, to be a marked improvement, and attended by less risk of accident from fire, owing to its isolation.

The ventilation of the main building has been considerably augmented by the removal of the inner wooden doors from the large eastern open-iron-work door upstairs, which leads directly into the long passage on which the cells abut.

The painful effects of the pernicious habits of opium eating, have been extensively noticed this year amongst the prisoners committed (Chinese and Coolies), enervating and unfitting them for labour and exposing them to speedy prostration on the slightest invasions of disease. It has been necessary at times to keep up the supply of opium in judicious quantities to save life. This only in extreme cases.

I have at times found our hospital accommodation insufficient for the number of patients; and am compelled on such occasions to send the milder cases into their rooms in the prison. Our utmost accommodation is for twenty-eight beds, and of these, the night warders occupy two. I should be thankful for more room, and would recommend the raising of the roof at least 2 feet. The height at present from floor to plate is only 8 feet.

(Signed) THOS. MURRAY, M.D., *Medical Attendant.*

The Hon. the Acting Colonial Secretary.

Criminal Statistics.

I.—OFFENCES.

TABLE showing the Number of Offences reported to the Police or the Magistrates during 1874.

Total Number of Offences Reported.	Offences against the Person.	Prædial Larceny.	Offences against Property (other than Prædial Larceny).	Other Offences.
10,696	3,156	246	991	6,303

II.—APPREHENSIONS AND SUMMONSES.

TABLE showing the Number of Persons brought before the Magistrates' Courts by Arrest Warrant or Summons for Offences, and how their Cases were disposed of in the Magistrates' Courts.

Offences.	Number Discharged for want of Prosecution by the Party complaining or for want of Evidence.	Number of Cases Dismissed on the Merits.	Number of Persons Summarily Convicted.	Number of Persons Committed for Trial in the Superior Courts.
Offences against the person.	1,590	883	1,084	63
Prædial larceny	78	61	149	1
Offences against property other than prædial larceny	367	445	471	20
Offences against Masters and Servants Acts, including Acts relating to Indentured Coolies ..	829	221	1,221	1
Other offences	1,467	988	2,939	58
Total Number of persons summoned or apprehended	4,331	2,598	5,864	143

III.—SUMMARY CONVICTIONS.

TABLE showing the Number of Summary Convictions for various Classes of Offences,
and the kind of Punishments inflicted.

Punishments.	Total Number of Offences.	Assaults and other Offences against the Person.	Malicious Injuries to Property.	Prædial Larceny.	Offences against Property other than Malicious Injuries to Property or Prædial Larceny.	Offences against Revenue Acts, Highway Acts, Health Acts, and other Acts relating to the Social Economy of the Colony.	Offences against Masters and Servants Acts, including Acts relating to indentured Coolies,	Other Offences.
Fine	2,393	644	26	53	137	179	312	1,042
Imprisonment in lieu of fine or surety	852	128	15	28	47	15	45	574
Peremptory imprisonment	2,186	188	1	68	239	2	811	877
Whipping	19	..	..	1	4	..	..	14
Bound over with or without sureties	256	122	..	..	1	..	1	132
Total	5,706	1,082	42	150	428	196	1,169	2,639

IV.—INDICTMENTS AND INFORMATIONS IN THE SUPERIOR COURTS (including Courts analogous to the Courts of Quarter Sessions in England, *i.e.*, District Courts, &c.).

[illegible]

V.—COMPARATIVE TABLE.

COMPARATIVE Table showing the Number of Offences, Apprehensions, Convictions, and Acquittals for the last Four Years.

	1871.	1872.	1873.	1874.
The number of offences reported to the police .. ..	..	..	..	12,929
The number of persons apprehended by the police or summoned before the Magistrates	11,836	12,937	12,534	13,036
The number of summary convictions—				
1. For offences against the person	1,611	1,279	958	1,084
2. For prædial larceny	76	61	74	149
3. For offences against property other than prædial larceny	401	447	317	471
4. For other offences	3,416	4,082	3,877	3,971
The number of convictions in the Superior Courts—				
1. For offences against the person	37	67	58	47
2. For prædial larceny .. ..	..	..	..	..
3. For offences against property other than prædial larceny	15	17	21	19
4. For other offences	10	23	14	22
The number of persons acquitted—				
1. In the Inferior Courts	4,356	4,474	3,401	4,326
2. In the Superior Courts	60	35	82	25

Gaols and Prisoners.

STATISTICAL Return for the Prisons of Trinidad for 1874.

Name and Nature of the Prisons. (Whether "Common Gaol," "Penitentiary, &c.) [Mere "Lock-ups" not to be inserted.]	Total Number of Persons Committed in 1874.	Numbers Committed for Debt, Want of Bail, and Punishment.			Number of those Committed who have been previously Convicted.			Number of Persons Committed to Penal Imprisonment,* including "Penal Servitude," (if that term is used in the Colony to describe any Punishment).				The Daily Average Number in Prison.	The Number of Admissions to Hospital during the Year 1874.	The Daily Average on the Sick List.	The Number of Deaths during 1874.
		For Debt.	For safe Custody till Trial, or for want of Security.	For purposes of Penal Imprisonment.*	Once.	Twice.	Thrice or more.	For Five Years or more.	For One Year or more, but less than Five Years.	For more than Three Months, and less than One Year.	For Three Months or less.				
Royal Gaol, Port-of-Spain } Chaguanas Depôt .. } Carrera's Island Depôt .. }	3,377	42	235	3,100	1,692	725	60	12	58	195	2,828	406	682	59	27
Total	3,377	42	235	3,100	1,692	725	960	12	58	195	2,828	406	682	59	27
Men	2,793	38	221	2,529	1,421	589	777	12	57	186	2,267	368	497	56	27
Women	502	4	14	489	223	113	163	..	1	8	480	36	170	3	..
Juveniles	82	..	..	82	48	14	20	..	..	1	81	2	15	..	..

* By "Penal Imprisonment" is meant imprisonment inflicted as a substantive punishment in pursuance of a sentence of a Court of Justice, as distinguished from imprisonment for safe custody, &c.

Questions and Answers.

Q. 1.—If the prison is on the separate system, is the separation complete? And if not, what is the separation enforced by day and night respectively?—A. There are 95 separate cells at the Royal Gaol, and 86 separate cells at the Chaguanas Convict Depôt. Separation is effected by night as far as the number of cells permits. The prisoners are employed in gangs by day.

Q. 2.—If not on the separate system, what provision is there for the superaision of the prisoners while in association?—A. At all stations prisoners are under the constant supervision of turnkeys by day. At the Royal Gaol and at Chaguanas, prisoners in association at night are inspected through gratings at uncertain intervals by the night watches. At Carrera's Island the associated wards are lighted and can be inspected from the turnkey's quarters.

Q. 3.—How many cells are there, and how many associated wards?—At the Royal Gaol, 96 separate cells, 4 punishment cells, 42 cells for more than one prisoner, 1 associated ward, debtor's quarters. At Changuanas Convict Depôt, 86 separate cells, 1 associated ward. At Carrera's Island, 2 associated wards.

Q. 4.—Taking the average number of prisoners in gaol how many cubic feet of space are there for each prisoner during the hours of sleep?—A. About 783.

Q. 5.—How are the prisoners classified?—A. 1st class—Debtors, witnesses; 2nd class—Prisoners waiting trial; 3rd class—Prisoners for non-payment of fines; 4th class—Military prisoners; 5th class—Prisoners sentenced to hard labour for less than two years; 6th class—Prisoners sentenced to hard labour for two years and more; 7th class—Prisoners under sixteen years of age.

Q. 6.—Is penal labour (that is, labour by treadmill, crank, or shot-drill) in force?—A. No.

Q. 7.—If so, during what periods of imprisonment, in respect of what classes of prisoners, and during how many hours, is such penal labour enforced? In stating hours of treadwheel labour, give first, the total time on and off at the wheel, &c.; secondly, the length of spells, and intervals of rest—A. See answer to No. 6.

Q. 8.—What kind of labour, other than penal labour, is in use?—At the Royal Gaol—Males, quarrying stone, breaking stones for roads, dressing stone, keeping the grounds of Government institutions clean, working at various trades within the gaol walls for the service of the gaol and other Government establishments, and the necessary service of the gaol; females, washing, sewing, and breaking stones. Prisoners confined at Changuanas Convict Depôt (all males)—Carrying railway sleepers, hauling timber, cutting traces through the forest, and repairing tramroad. At Carrera's Island (all males)—Quarrying stone and making road metal.

Q. 9.—If the prisoners are employed beyond the walls of the gaol state—A. Yes; nearly all.

1. On what kind of work they are so employed?—See answer to question No. 8.

2. How are they supervised?—Prisoners at labour are divided into gangs, and are under the supervision of Turnkeys, in the proportion of one Turnkey to about fifteen prisoners.

3. How many escapes of prisoners, while being employed beyond the gaol, have taken place during each of the last three years?—1872, 21 (16 captured); 1873, 17 (13 captured); 1874, 15 (15 captured).

4. How are the profits of their labour accounted for?—Moneys received by the Superintendent of Prisons and paid into the Treasury monthly. The annual report shows the value of prisoners' labour which is employed almost entirely for Public Establishments.

Q. 10.—What was the total annual cost of the prison during the year 1874?—A. Including the pay of the staff, 7,632*l.* 18*s.* 3½*d.*

Q. 11.—What was the annual amount of the prisoners' earnings during 1874?—A. 5,350*l.* 15*s.* 6*d.*

Q. 12.—What are the number of hours allotted for sleep? And, if sleep is in association, are the dormitories lighted; and how often are they patrolled during the night?—A. Eleven hours.

Q. 13.—What were the number and nature of the punishments inflicted for offences committed by prisoners undergoing imprisonment?—A. 198 solitary confinement, 11 whippings, 14 placed in irons.

Q. 14.—Is there, or are there, any Chaplain or Chaplains of any, and what, religious persuasions?—A. At the Royal Gaol—Church of England Chaplain, Roman Catholic Chaplain.

Q. 15.—Are religious services regularly, or otherwise, performed for the benefit of the prisoners of any, and if any what, religious persuasion?—A. At the Royal Gaol, religious Service is performed regularly every Sunday by the Church of England and Roman Catholic Chaplains. At Changuanas and Carrera's Island, the Church of England Service has been read by the Turnkeys in charge of those stations, until recently at the former depôt, when Church of England and Roman Catholic Clergy have performed service every Sunday.

Q. 16.—Are Roman Catholic Priests and Dissenting Ministers allowed free access to prisoners of their own persuasion? and are they apprized when persons of their respective persuasions enter the prison?—A. Ministers of all religious denominations are allowed to see prisoners of their own persuasion when not employed at labour.

Q. 17.—What provision is made for the education of prisoners?—A. A Teacher attends at the Royal gaol from 5 to 6 o'clock, P.M. four times a-week and gives instruc-

tion to felon prisoners in reading, writing and arithmetic. At Chaguanas and Carera's Island, the same duty is performed by one of the Turnkeys.

Q. 18.—On what conditions are remissions of imprisonment granted?—*A.* Remissions of sentence may be earned by prisoners sentenced to more than twelve months' imprisonment with hard labour, to the extent of one-fourth part of their sentence by industry and good conduct, which are recorded daily by marks.

Q. 19.—Have Coroners' inquests been held on every occasion of a death in prison during the past year? and what were the verdicts?—*A.* Yes—7 Judicial Executions; 1 Suicide while of unsound mind; 19 Death from natural causes.

Q. 20.—(1). What was the sanitary state of the prison during the year 1874?—*A.* The general sanitary condition of the gaol was satisfactory. Considerable alterations have recently been made in the females' quarters, tending to improve discipline and sanitary conditions. The changed position of the forge in the labour yard, promises also, when completed, to be a marked improvement, and attended with less risk of accidents from fire, owing to its isolation.

The ventilation of the main building has been considerably augmented by the removal of the inner wooden doors from the large eastern open iron-work door upstairs, which leads directly into the long passage on which the cells abut.

It seemed desirable to increase the anti-scorbutic element of the dietary, from the occasional occurrence of spongy gums amongst a few of the prisoners, so that fresh vegetables were introduced in a larger proportion than before, in lieu of corn meal. This was indeed already provided for in the dietary scale.

(2). What were the prevailing diseases?—*A.* Diarrhœa and dysentery have been the most urgent, next inflammatory diseases of the chest, often with heart complications and asthma; rheumatism chiefly articular; several cases of prostration from the abuse of opium; syphilis in all its aggravated forms and constitutional ulcers, often gangrenous (these three last on incoming prisoners); dropsies connected with organic disease of the liver, spleen, or kidneys, and a few cases of choleraic diarrhœa of extreme suddenness and severity, chiefly owing to the unseasonable weather, north winds and showers.

Q. 21.—What are, shortly, the rules as to diet?—*A.* 6 A.M., $\frac{1}{2}$ pint of ginger tea and 2 biscuits. 9 A.M., 10 ozs. bread, 2 ozs. fish and $\frac{1}{2}$ pint of ginger tea. 4.30 P.M., 11 ozs. corn meal or an equivalent of fresh vegetables, 3 ozs. fish. Except on Sunday and Thursday, when 8 ozs. meat (with bone), 1 pint of soup are issued at the same hour in lieu of corn meal.

Females and juveniles of the 5th and 6th classes, for certain portions of the sentences, are allowed about two-thirds of the above dinner allowance and no meat or soup.

No. 4.

The Earl of Carnarvon to Governor Irving, C.M.G.

Sir,

Downing Street, September 4, 1875.

I HAVE received your despatch of the 14th of July,* on the subject of prison discipline in Trinidad.

2. I concur with you generally in your view as to the classification of criminals in the population; and your opinions as to the treatment of persons suffering imprisonment for breaches of the Labour Laws, coincide with those expressed by my predecessor in his Circular despatch of the 17th January, 1872.

3. I approve generally of your proposals for the redistribution of prisoners.

4. The Industrial School should be in the neighbourhood of Port of Spain. The work should be commenced without delay.

5. Having regard to the confined situation of the present Royal Gaol, the female prisoners ought to be removed to a separate prison, on a new site.

6. The dépôt at Carrera's Island should, if it is to be permanently used as a place of punishment, be reconstructed on the separate system. A cellular prison of light and cheap construction would answer all purposes.

7. With regard to the Inspector of Prisons' request, I have to observe, that clause 74 of the Gaol Regulations should be amended, so as to admit of the imposition of corporal punishments, for first or second assaults on warders.

8. The increase in the number of juvenile commitments noticed by Mr. Fraser, points to the urgent need of a Reformatory.

* No. 3.

9. The best method of dealing with the idleness and its attendant evils which Mr. Fraser describes as prevailing in the town, is by a judicious and vigorous enforcement of the Vagrancy Law.

10. I observe that in the Royal Gaol there is no penal labour by tread-wheel, crank, or shot-drill. In a note to the Returns for the preceding year (dated 18th March, 1874), it was stated that the treadwheel and shot-drill were to be shortly introduced. I trust that you will be in a position to inform me that by this time these two forms of penal labour are in use.

11. The roof of the hospital should clearly be raised, as suggested by Dr. Murray, in the concluding paragraph of his Report.

I have, &c.
(Signed) CARNARVON.

No. 3.

BARBADOS.

BARBADOS.

No. 5.

The Officer administering the Government to the Earl of Carnarvon.—(Received August 13.)

My Lord,

Barbados, July 29, 1875.

I HAVE the honour to forward printed copies of the Report of the Commissioners on Convict Labour made to Governor Rawson, which I have but now received.

2. I shall give my attention to this subject at the earliest possible moment.

I have, &c.

(Signed) S. FREELING, *Administrator.*

Inclosure in No. 5.

Report of Commissioners on Convict Labour.

To his Excellency Rawson W. Rawson, C.B., Governor, &c.

WE, your Excellency's Commissioners, appointed by your Excellency under your warrant bearing the Great Seal of the Island of Barbados, "for the purpose of fully inquiring into and considering whether and in what manner the criminal labour of the country can be made partly or wholly remunerative to the Island," have the honour to report to your Excellency on the matter thus referred to us.

We have had under our consideration:—

1. The distribution of the criminals in the Prison of Glendairy and the Town Hall, and the Juvenile Prison at District Police Station "B," and the propriety of providing accommodation for the whole of the adult criminals at Glendairy.

2. The work upon which the criminals are, or have been employed, in so far as it is, or ought to have been, of a remunerative kind.

3. The capability of the criminals for other kinds of remunerative work, and how they might be most advantageously employed.

4. The results of the system in England and elsewhere by which criminal labour has been made remunerative, with a view to the adaptation of such of them as may be applicable to our own prisons.

5. The best means of at once commencing the introduction of a system for making the labour of the criminals partly or wholly remunerative.

I. By the returns furnished us at our first meeting, we found that of 278 prisoners sentenced to hard labour, 106 males were confined in the Town Hall Prison, 71 males and 71 females at Glendairy; and 30 boys at the Prison of District Police Station "B." We think that the first step towards the profitable employment of these criminals, so as to ensure the necessary supervision and intelligent direction of their labour, is to provide proper accommodation for the whole of the adult prisoners at Glendairy, in such buildings as may be necessary for their proper classification and separation; and this we find has already been to a certain extent recommended to the Legislature in the Report of the Joint Committee of the Council and Assembly appointed to consider and report upon your Excellency's message respecting "the fitness of the Town Hall as a place of confinement for prisoners, and to inquire generally into the state of prison accommodation throughout the island:" which Report was published in the "Official Gazette" of the 8th of December, 1873. In considering the erection of additional buildings at Glendairy, the plan of the building and cells of the Jamaica Penitentiary—which has been referred to us—may supply information of value on the economising of space, and be a guide to the erection of a building containing separate cells of a convenient kind at the smallest possible cost.

II. We find that the prisoners at Glendairy have not been employed at remunerative labour, except to a very small extent: four men having been employed in the bakery for

two days in each week; six women daily employed in cooking food for the prisoners at Glendairy, the Town Hall, and District "A;" and six women daily employed in washing clothes for the Town Hall and Glendairy Prisons.

At the Town Hall we find that 34 prisoners are daily employed about the dredge and ballast-yard; 12 in planting and keeping in order the grounds at Government House; and those remaining within the prison have been employed—when not occupied at shot-drill—in breaking stones for the repairs of the public roads; 4,000 loads of stone being broken yearly by the convicts in the prison-yard.

At the Juvenile Prison at the District Police Station "B," we find that the labour of the prisoners is altogether unremunerative.

If we estimate the value of adult convict labour to be 8*d.* per diem, we find that the value of cooking, baking, and washing at Glendairy amounts to 138*l.* 13*s.* 4*d.* per annum; that of the convicts at the dredge and ballast-yard 346*l.* 16*s.*; the Government House grounds 122*l.* 8*s.*; and the value of the stone broken for the highways is 66*l.* 13*s.* 4*d.*, at the low rate of 4*d.* a-load: making the total value of the work performed by the convicts to be 674*l.* 10*s.* 8*d.*

III. We find that of the 177 male adult prisoners there are 43 brought up to trades, 10 of them being carpenters, and the remainder smiths, coopers, painters, masons, saddlers, shoemakers, tailors, butchers and bakers; there are 30 boatmen and sailors, 16 domestic servants, 86 labourers, and 2 clerks.

Of the female prisoners we find that about half of them are domestic servants, and washer-women, and the others labourers and hucksters.

We think it would not be difficult, out of such materials, and with the necessary instructions and superintendence, to carry out such industries as might prove to be most profitable; and in the first place to proceed with the erection of the buildings which would be necessary for localising all the adult criminals sentenced to hard labour, at Glendairy.

The only drawback to Glendairy, as a proper place for working all the prisoners together is, that it is overlooked by persons residing on the opposite hill-side; and if that hill-side could be purchased and added to the Prison grounds, it would secure the necessary seclusion, and at the same time furnish an extensive quarry in which to employ the prisoners.

Some of the female prisoners may be employed in washing clothes for the General and Lock Hospitals, and those of them who are field-labourers can be employed in breaking stone for burning lime; in which occupation indeed some of them are already engaged at Glendairy.

We find that the Juvenile Prison at District Police Station "B," has completely failed as a reformatory, as it appears from the records of the prisons that nearly all the habitual criminals were first imprisoned there as boys, and the sum earned by the prisoners when employed on the neighbouring estates has not more than repaid the cost of extra superintendence. With reference to this establishment, we have had under our consideration the appended report of the Commissioners appointed to inquire into it, which has been referred to us by your Excellency. In that report the defects, as well of the buildings as of the system pursued there, are clearly pointed out, and very good suggestions offered for their alteration and improvement; and in the absence of a better institution, we recommend their adoption. But we are of opinion that a larger and better institution should be created—such as was contemplated under the "Industrial and Reformatory School Act of 1861"—to be entirely under the direction and supervision of the Government. We believe that such an establishment, although not immediately or entirely self-supporting, would eventually more than repay its cost by diminishing crime, and would prove a valuable ally to industrial and other schools in improving the character of our population.

IV. We find from the information contained in the reports of the International Congress on Prisons, and of the application of convict labour in the prisons of Jamaica—which have been submitted to us—that criminal labour can be employed with success in such a way as to be wholly or partly remunerative; and we think that our criminals may also be employed with profit and advantage.

V. We are of opinion that measures should be taken without delay to commence building within the precincts of Glendairy, such ranges of cells as are required for the accommodation of all adult prisoners who are sentenced to hard labour; and that the prisoners themselves should be employed in this work under proper overseers and instructors. Before this work can be completed, other means of profitable employment may suggest themselves to the officers and authorities who are charged with the direction of their labour.

We recommend that the tread-wheel should be fitted for the performance of useful work, such as grinding corn or pumping water, so that the labour of the prisoners employed on it should not be wasted, even when it is used as a means of punishment.

(Signed)

N. FODERINGHAM.

JOHN SEALY.

W. H. JONES.

CONRAD REEVES.

FREDK. WATTS.

T. KERR.

J. LAWRENCE GREAVES.

APPENDIX.

Sir,

Public Buildings, April 18, 1874.

IN compliance with your Excellency's instructions, conveyed in your Minute addressed to the Colonial Secretary, of the 27th February last, we have taken into consideration the letter of the Visiting Justice of the Juvenile Asylum, and of the Chaplain to the Prisons, with reference to the discipline and employment of the boys confined at District Prison B., and have the honour to make the following recommendations with regard to the changes which we are of opinion should be introduced there in order to render the punishments more effectual, and the chances of reformation greater.

2nd. As your Excellency is aware, the system at present in operation is to endeavour to make the labour at District Prison B to some extent remunerative, and with this object the boys are sent out daily to work in the neighbouring sugar estates, but we find that their earnings during 1871, '72, and '73 average 41*l.* a-year, whilst the cost of field superintendence alone amounted to 37*l.* 10*s.* per annum; so that, in a financial point of view, the question of earnings is hardly worth consideration, whilst the following are some of the serious objections to the continuance of the present system :—

1. The short time now allotted for daily instruction in school.
2. The absence of any marked change from ordinary to prison life.
3. The difficulty of enforcing proper discipline whilst employed in the field.
4. And the very trifling amount of work performed, which the boys themselves must be aware is below the average of what would be expected of them as free agents.

Such being the case, we are of opinion that employment outside the walls is in reality no punishment, and we therefore recommend that in future the juvenile offenders committed to District Prison B should be employed wholly within the precincts of the Asylum.

3rd. Should this suggestion be approved of by your Excellency, we beg leave to submit the following scheme for the daily instruction and employment of these boys :—

Five hours for instruction in school.

Four hours for work—breaking stones and picking oakum.

Two hours for meals.

Half-an-hour being allowed both morning and evening for cleaning and preparing dormitories.

This arrangement contemplates their being locked up from 6 A.M. to 6 P.M., and with reference to school and work hours, we propose that the boys should be under the sole superintendence of the keeper, who should possess all the powers of a primary school-master for enforcing his authority; at present this officer has little or nothing to do during the seven hours the prisoners are absent from the Asylum, whilst, on the other hand, it is necessary under the present system to employ one or more superintendents to look after the juvenile offenders when at work in the field.

4. With reference to labour within the walls, recourse must be had either to breaking stone or to picking oakum. With regard to this latter punishment, we have ascertained that junk can be imported, freight included, at 22*l.* per ton; but as there is very little demand for oakum in this Colony, this would not be likely to fetch more than 13*l.* per ton after it has been picked; if, on the other hand, stone-breaking is resorted to, the Parochial authorities of St. George's Parish will no doubt enter into some such arrangement with regard to stone as at present obtains at the Town Hall Gaol. So strongly do we feel with regard to the inexpediency of sending the boys to work without the walls,

that, should it be impossible to employ them as suggested above, we would further recommend that they should be locked up during the hours allotted for work.

5. We further consider that the present system, that of locking up numbers of boys in two associate wards from 6 P.M. to 6 A.M. is highly objectionable. It is true that the Keeper is supposed to make his rounds once or twice during the night; but practically the boys are without supervision during all those hours; and with a view to introducing an approximation to the separate system, we propose that each of these two wards should be divided, with wooden partitions, into twenty separate cells; this would afford accommodation for forty boys. There is a considerable fluctuation in the numbers confined at this prison, ranging last year from nine in June to forty-five in February; but when the forty separate cells are filled, the schoolroom would still be available, during pressure, as a temporary dormitory.

6. Even if the changes which we have suggested were carried into effect, their operations would render a commitment to the Asylum a much more serious punishment than it now is, and would, therefore, have some considerable effect in deterring juvenile offenders from repeating their offences, and so risking a return to the irksome confinement of the Asylum; but we cannot close our Report without expressing our opinion:—

1st. That much good would result were the application of the rod to juvenile offenders legalized, for first and second convictions, and—

2nd. That, in cases of repeated convictions, the period of imprisonment to which boys should become liable ought to be very considerably extended, if anything like permanent reformation is to be expected.

We have, &c.

(Signed) AUGUSTUS FREDK. GORE.
J. LAWRENCE GREAVES.
ARTHUR SEALY.

No. 6.

Colonial Office to Governor Sir Rawson W. Rawson, K.C.M.G.

Sir,

Downing Street, September 7, 1875.

I AM directed by the Earl of Carnarvon to transmit to you a copy of a Report of the Commissioners on Convict Labour,* which has been received from the Officer Administering the Government of Barbados, and to request that you will favour him with any observations which may occur to you.

I am, &c.

(Signed) W. R. MALCOLM.

No. 7.

Memorandum by Governor Sir Rawson W. Rawson, K.C.M.G.

THIS Commission was appointed at the request of the Assembly. It was composed of the most competent judges in the matter.

2. I agree with the Commissioners in their first recommendation. There can be no separation, and little classification in the Town Hall Prison. There is an increase of expense in keeping up two separate establishments, although most of the officers now employed in the Town Hall Prison will be required for the increased number, especially under any improved system, at Glendairy. It will also be more profitable to employ instructors in trades for an increased number of prisoners in one establishment at Glendairy; but it must be borne in mind that there is not much use in attempting to instruct men sentenced by magistrates to short periods of imprisonment, who form the majority of those now confined in the Town Hall Gaol.

3. I repeatedly recommended the erection of the additional accommodation at Glendairy, and its execution by convict labour as far as possible. I commenced the excavation of a quarry within the walls for that purpose, I also advocated the employment of the Female Prison at Glendairy for the confinement of males under magisterial sentence, and the erection of a new Female Prison on the site of the present Lunatic Asylum, which is almost opposite to Glendairy. The two establishments might be brought under the management of one superintendent assisted by a clerk.

4. It appears to me that the Commissioners have rather undervalued the labour performed by the prisoners. The amount in money is small but the proportion to the number of prisoners is greater than it appears. The total earnings stated by the Commissioners of 674*l.* 10*s.* 8*d.* in a year is equivalent to the earnings of one man in 20·224 days at 8*d.* a-day. The total working days of 177 males, viz., 106 in the Town Hall Prison, and 71 in Glendairy, at 300 days in a year is 53,100 days. The proportion is 38 per cent. If the number of sick, infirm, under punishment, drawing water and performing various menial offices about the two prisons be taken into account, this proportion would be considerably increased. On the other hand some deduction must be made for the earnings of the women employed in washing, which I cannot separate. But on the whole it may be estimated that 40 to 45 per cent. are employed on remunerative labour, which is considerably more than "to a small extent."

5. With regard to the amount estimated as earned, 8*d.* is the lowest rate of daily wages for a labourer in Barbados. A large number of the convicts employed work hard, some skilfully. Their earnings would raise the average. It must also be noted that the low price of the stone broken is an unfavourable measure of the quantity of work done in this almost necessary branch of prison employment.

6. It is scarcely a matter for surprise that the labour of a small number of juveniles constantly fluctuating in person and number, and generally sentenced for a term not exceeding three months, should not be of much value to their employer, and must, therefore, be "unremunerative," when charged against the cost of their out-door superintendence.

7. The Commissioners "think that it would not be difficult, out of such materials, and with the necessary instructions and superintendence, to carry out such industries as might prove to be most profitable." But it has hitherto been found not only difficult but impracticable, or unprofitable, by those who have devoted their consideration to the subject; and if the seven competent gentlemen who composed this Commission, assisted by the opinions of the Governor and officers of the prisons, were not able to suggest any such industries, the difficulty is not easily to be overcome, especially as the Legislature has so often been found reluctant to vote money for the acquisition of obvious benefits, still less for those of a doubtful or prospective, or purely reformatory character.

8. Lime burning at Glendairy has been already resumed, and the cultivation of the ground around the female prison has been undertaken.

9. The further practical suggestions of the Commissioners which may at once be carried out are:—

(1) The erection of an addition to the main block at Glendairy, and the employment of prisoners upon the work.

(2) The employment of the females upon washing for all public establishments. But it must be observed that they already wash for all the prisons in town, and that the Lock and General Hospitals are not under the management or control of the Government. In Jamaica the convicts wash for the Royal Mail Steam Packet Company.

(3) The treadmill ought to work a pump which is close at hand, and with which it might be connected at a small expense; and if a public use or private market can be found for corn, bones or other material ground by the wheel, at a cost which would not entail a loss upon the working, the motive power of the wheel might be so utilized. Hitherto this has not been found practicable.

10. I agree generally with the views expressed by the gentlemen whom I requested to report on the Juvenile Prison at District B. I recommended them to the attention of the Legislature, and some months ago I ordered that, until some radical change should be made, half of the time of the boys should be devoted to instruction within the walls.

11. The Commissioners recommend "a larger and better institution," but do not define its character beyond a reference to an Act which has remained dormant since 1861. It will require much attention and labour to devise the details of such an institution, and a considerable outlay to carry them into execution. There is no officer charged with the duty, and there is but little hope that the Legislature, which has had so many pressing projected works repeatedly brought before it, and has shown itself so slow in adopting and providing for them, will entertain a new one entailing increased public expenditure for some time to come.

(Signed)

RAWSON W. RAWSON.

September 10, 1875.

No. 7 A.

The Earl of Carnarvon to Governor Pope Hennessy, C.M.G.

Sir,

Downing Street, October 29, 1875.

I HAVE received Lieutenant-Governor Freeling's despatch of the 29th of July,* forwarding the Report of the Commission on Convict Labour.

2. I referred this Report to Sir Rawson Rawson for his observations, and I inclose a copy of his reply.

3. You will find from the correspondence in the archives of your office that my predecessor and myself have stated our opinions very fully on the state of the Barbados Gaols; and the question of prison discipline is one which will, no doubt, engage your serious attention. I may add that the correspondence relating to the Barbados Gaols, together with similar correspondence with other Colonial Governments, has been laid before Parliament, and is now in the printer's hands.

I have, &c.

(Signed) CARNARVON.

No. 7 B.

Mr. Malcolm to Sir Rawson W. Rawson, K.C.M.G.

Sir,

Downing Street, October 29, 1875.

I AM directed by the Earl of Carnarvon to acquaint you that he has read with interest your remarks on the Report of the Labour Commission in Barbados, and I am to convey to you his Lordship's acknowledgments and thanks for your communication.

I am, &c.

(For the Earl of Carnarvon,)

(Signed) W. R. MALCOLM.

No. 8.

Governor Hennessy, C.M.G., to the Earl of Carnarvon.—(Received December 14.)

My Lord,

Barbados, November 25, 1875.

IN my despatch, of even date,† your Lordship will see a message, dated 26th October, 1875, to Lieutenant-Governor Freeling, from the late House of Assembly, reporting that a measure had been passed by them for giving effect to the recommendation of the Government that an additional turnkey should be provided for District C Prison.

2. Owing, however, to the dissolution on the 27th of October, that measure did not become law.

3. In another message of the same date, the late House of Assembly referred to the space that was available in the out prisons, which space they suggested might be utilised pending the action of the Legislature on the subject of prison accommodation.

4. On my visit to the Town Hall Prison, on the 2nd of November, I instructed the Provost-Marshal to make out a list for me of such prisoners as he thought it desirable to transfer to the out prisons, so as to relieve the Town Hall prison. Captain Hyde reported that seventeen would be sufficient, and they were accordingly removed.

5. I also inspected the District Prison C, to which some of these prisoners had been sent, and, pending the reintroduction of the measure that had passed the late House of Assembly, I was able to detail a steady corporal of police as an acting turnkey, so that no inconvenience is likely to arise from the temporary delay of legislation on this subject.

6. I have also visited the juvenile prison (District Prison B) and Glendairy Prison: on these and other prisons I inspected I shall report fully.

7. Meanwhile, I have much satisfaction in assuring your Lordship that the general prison accommodation is greater than I expected, and the sanitary state of the prisons

* No. 5.

† Not printed.

better, on the whole, than the sanitary state of similar institutions I have an opportunity of examining in larger Colonies.

8. It is due to the local gentlemen in both the legislative bodies, that I should assure your Lordship that they appear sincerely desirous of carrying out whatever suggestions they may receive from Her Majesty's Government respecting the prisons of Barbados.

I have, &c.
(Signed) J. POPE HENNESSY.

No. 9.

Governor Hennessy, C.M.G., to the Earl of Carnarvon.—(Received December 14.)

My Lord,

Barbados, November 29, 1875.

I LAID before my Executive Council your Lordship's despatch, of the 29th of October, 1875,* inclosing a copy of Sir Rawson Rawson's observations on the recent Report of the Commission on convict labour in Barbados.

2. I have already inspected some of the gaols, and the questions of prison accommodation and prison discipline are engaging my attention.

3. I have already introduced a slight change in the system of prison punishments, which seems to work well; it is the more strict enforcement of penal diet.

4. I found the total number of prison offences rather high, and that they were committed by a comparatively small number of the prisoners, some of whom had been repeatedly flogged.

5. Therefore, as it is my duty to review every sentence of the Visiting Justices, and to confirm or vary them, I have substituted for flogging, solitary confinement on strict penal diet—that is, bread and water, and gruel and water, alternately, for short periods (seven days at a time), instead of the system that prevailed here of half rations which included fish, sweet potatoes, plantains, and rice.

6. This seven continuous days of severe penal diet is not imposed without the medical officer's sanction; and he is instructed to keep the prisoners so sentenced under careful observation.

7. The Bill for enlarging Glendairy Convict Prison and modifying the Town Hall Prison has been reintroduced in the new House of Assembly, and I trust it will soon become law. But, probably, the commencement of any enlargement of Glendairy Prison had better wait your Lordship's decision on the general question raised in my despatch No. 149, of equal date, respecting a provision of a convict prison for the Windward Islands.

I have, &c.
(Signed) J. POPE HENNESSY.

No. 10.

Governor Hennessy, C.M.G., to the Earl of Carnarvon.—(Received December 30.)

My Lord,

Barbados, December 9, 1875.

THOUGH I was able to report by last mail that I had found the general prison accommodation in Barbados greater than I had expected, and the sanitary state of the prisons better, on the whole, than I had observed in some other colonies, I was sorry to be compelled also to report that I found the number of prison offences rather high, and that they were committed by a comparatively small number of prisoners, some of whom had been repeatedly flogged.

2. The Inspector of Prisons, Mr. Watts, has recently reported more than once on the defective gaol discipline in this Colony, and "the necessity for a general reform in the whole prison system of Barbados."

3. My inquiries and observations confirm what Mr. Watts has said on the subject. Indeed, whatever I may be able to report as to the good sanitary state of the prisons, I must not conceal from your Lordship my conviction that there is very little real prison discipline in the Barbados gaols.

* No. 7A.

4. Some delay has occurred in completing certain returns I have called for, but meanwhile the following figures will show the extent to which flogging is used as a prison punishment in Barbados.

Number of floggings for prison offences for the years 1870 to 1874, inclusive :—

	1870.	1871.	1872.	1873.	1874.
Glendairy	8	6	17	8	8
Town Hall	24	12	36	35	30
District A .. .. .	..	..	..	..	..
" B .. .. .	..	2	4	1	5
" C	2	2	6	1	10
" D	6	9	4	3	..
Total	40	31	67	48	53

This shows in the Barbados prisons an average of forty-seven floggings every year.

5. In Jamaica the amount of flogging for prison offences is much smaller.

Number of floggings in all the Jamaica prisons, from 1870 to 1874 inclusive :—

	1870.	1871.	1872.	1873.	1874.
Jamaica	2	6	4	5	9

This shows an annual average of about five prisoners flogged for prison offences.

6. Comparing the number of the prison population of Barbados and of Jamaica, and assuming that the admirable system of prison discipline in the latter requires the normal proportion of floggings only, it seems to follow that the floggings in the prisons of Barbados are more than twenty times greater than they ought to be.

7. Again, comparing Barbados with British Guiana, I find, on referring to the only Blue Book of the latter Colony which I possess, that of the year 1872, there was but one flogging for prison offences in British Guiana, whereas the annual average for the past five years in Barbados has been forty-seven.

8. As far as I have been able to ascertain the flogging in Barbados for the year 1875 has been as bad, and in some respects worse, than in previous years.

9. There are other indications also of a defective prison discipline, to which, when I have advanced further in my inquiries, I shall venture to draw your Lordship's attention. At present I am inclined to think that neither the prison officials nor the visiting justices are free from blame. Some of the latter have assured me that they have no belief in the deterrent character of any prison punishment except the lash, and they seem resolved to use it freely.

10. The confident expectation expressed by Lord Kimberley, in despatch No. 46 of the 29th of August, 1873, to Sir R. W. Rawson, "that the necessity for resorting to this punishment is not likely to continue in Barbados," has certainly not been fulfilled.

I have, &c.

(Signed) J. POPE HENNESSY.

No. 11.

Governor Hennessy, C.M.G., to the Earl of Carnarvon.—(Received December 30.)

My Lord,

Barbados, December 10, 1875.

IN continuing my inquiries into the causes of the lamentable state of prison discipline in Barbados, my attention has been drawn to the case of Henry Hurdle, a prisoner, who died in the Town Hall Gaol on the 26th July, 1875, when, upon the inquest being held, the Coroner's Jury returned the following verdict :—

"That on the 26th day of July, in the year abovesaid, the said Henry Hurdle came to his death from pneumonia or inflammation of the lungs; but the jury aforesaid are further of opinion that the death of deceased was accelerated by the absence of medical treatment and suitable nourishment."

2. On seeing that verdict, Mr. Freeling very properly appointed a Commission to inquire into the case; but as he does not appear to have written to your Lordship on the subject, I now inclose the Report of the Commissioners, the explanation of the Medical Officer, and Mr. Freeling's minute thereon.

3. At the head of the Commission was Dr. Sealy, a gentleman eminently fitted to deal with such an inquiry.

4. With the evidence laid before them, the Commissioners appear to have arrived at a proper report: an important piece of evidence, however, was not submitted to them,—the punishment books of the prison.

5. Had they examined these books, they would have seen that, from January, 1875, to July, 1875 (the month he died), six summary punishments had been inflicted upon Hurdle by the authority of the keeper of the prison; that these six punishments by authority of the keeper were not in accordance with the printed rules of the prison; that the irregularity had not been noticed by the Visiting Justice, who, under the prison rules, was bound to examine the books and inquire into any irregularity of the kind; and that with respect to the punishment on the 11th of June, when, by authority of the keeper, Hurdle was put on half rations for three days, for being very idle at stone-breaking, there was no written approval of the surgeon recorded, as required by the rules.

6. I inclose, for your Lordship's information, an extract from the Punishment Books of the prisons from January to July 1875.

7. Comparing that with the Report of the Commissioners, and with the 3rd paragraph of Mr. Freeling's Memorandum, your Lordship will see that by the "authority of the keeper" Hurdle was punished four times while on the sick list, and that he was subjected to the half-ration punishment the very month he died; his death, according to the opinion of the Coroner's jury and of the Commissioners, being accelerated by want of suitable nourishment. On the 29th of July Dr. Clarke also recorded his opinion that Hurdle died from "inflammation of lungs, accelerated by want of food."

8. Your Lordship will see from the printed rules* I inclose that, in the common gaol of Bridgetown,—the Town Hall Gaol,—the keeper has no authority to impose the punishments in question, which can only be lawfully imposed by the authority of the Provost Marshal.

9. Similar, and, indeed, graver cases have come under my notice at Glendairy.

10. On visiting Glendairy Prison on the 24th ultimo, and asking Mr. Price, the keeper, for an explanation of a noise in one of the cells, he told me it was a prisoner named Callender, who was in irons; that he was (in Mr. Price's opinion) shamming madness, and was under the medical officer's observation, who also thought that the madness was feigned. Having sent for the Medical Report Book, and noticing that the prisoner in question had been under treatment since September, I directed the Colonial Secretary to nominate a Board of two doctors and two Magistrates, to report on the case.

11. Accordingly, Dr. Manning and Dr. Bowen, a visiting physician and the Acting Resident Surgeon of the General Hospital, together with the Inspector-General of Police, Colonel Clements, and Mr. Evelyn, proceeded to Glendairy and investigated the case. They reported, on the 8th instant, that Callender was not shamming; that he was an undoubted lunatic; and he has been removed to the Lunatic Asylum under the Magistrates' order.

12. In this case I find that the prisoner had been punished by Mr. Price's authority fourteen times this year; and that, with respect to three of those punishments, seven days' separate confinement on half rations (27th March, 1875), three days' separate confinement (22nd May, 1875), and four days' separate confinement on half rations (24th August, 1875); the rule of the prison, which prescribes that the written approval of the surgeon should be recorded, was not obeyed, nor did the surgeon appear to be aware of the fourteen punishments having been inflicted, neither did the Visiting Justice make any inquiry into this irregularity.

13. In another case I noticed in the Medical Report Book the following entry:—
"No. 19. Sore back (healing). To have a flannel." On inquiry I found that in the early part of the year No. 19 had been treated for "vomiting and bowel complaint," for which he was ordered to wear a flannel; that in May Dr. Clarke records that "the vomiting has been checked," but that he was occasionally under treatment for the bowel complaint in the months of June, July, August, and September.

14. On the 24th of September the Visiting Justice convicted him of the following prison offence:—

"Disorderly conduct, in disobedience of orders in the presence of other convicts;

* Not printed.

also making use of the following improper remark to a Superintendent, viz.:—‘ You are paid to talk.’”

15. For this the Visiting Justice (Mr. Fitzherbert Alleyne) sentenced him to be flogged; and he accordingly received twenty-four lashes.

16. From the evidence of the warders it appears the prisoner “complained of being ill,” and the following entry was made by the Visiting Justice on the record of the proceedings:—

“Convict No. 19, Gang ‘B,’ being asked if he had anything to say, saith:—‘I am in the habit of wearing flannels, and I have worn them out, and the Governor has refused to allow me to apply to my friends to supply me with new ones.’”

17. Unfortunately a new Medical Officer had just taken charge of the prison in place of Dr. Clarke, who left Barbados three days before, and on the morning of the 23rd he expressed the opinion that there was nothing the matter with No. 19. This physician, however, was not examined by the Visiting Justice, and no inquiry was made about the prisoner’s want of flannel.

18. Having been flogged on the 27th of September, this prisoner was in hospital, from the wounds in his back, until the 19th of October, when he was struck off the sick list. It was on the 11th of October, whilst under medical treatment, that the prisoner received, by the order of the new physician, the flannel which he had in vain applied to the keeper of the prison for, and to the Visiting Justice, before being flogged.

19. Your Lordship may be surprised that a prisoner should have been on the sick list from September 27th to October 19th as the result of one flogging. In this case, however, the man had been already flogged this year. Furthermore, the floggings in Barbados are so severe that, on the 15th of March, 1875, Mr. Price, the Keeper of Glendairy Prison, wrote officially to the Colonial Secretary that they are “revolting in the extreme to witness.”

20. In the same letter the Keeper of the prison says:—

“As an instance of the severe effects of the punishment, convict Clements was flogged on the 13th ultimo, and he was not discharged from the sick list until the 4th instant.”

21. On examining the doctor’s book I find that this man Clements had a relapse towards the end of March, and was on the sick list till the 19th of April. On the 16th of August he is again in hospital for fever and ague with palpitation, and is not discharged till the 16th of September. There are other cases, however, far worse than Clements’s.

22. Dr. Thomas, the President of the Council, tells me that the same officer, Mr. Price (who was formerly a soldier), reported to him that the Barbados floggings are more cruel than the severest floggings that he formerly saw in the army. The Rev. Mr. Greaves, the chaplain to the prisons, has made the following memorandum of one case which accidentally came under his notice:—

“On one occasion I saw a prisoner at Glendairy a day or two after he had received a flogging. I do not remember the number of stripes he had received. He was without clothing to his waist. Between his shoulders, about the size and shape of a small plate, was a dreadfully lacerated patch, from which the blows seemed to radiate star-fashion. The man was under medical treatment, his back being dressed apparently with some kind of ointment which had been smeared over it. There was no doubt left on my mind that the instrument used in the infliction of this punishment must have been a most formidable one; and that the man’s back would bear traces of it to his dying day.”

I have, &c.

(Signed) J. POPE HENNESSY.

Inclosure 1 in No. 11.

*Report of the Commissioners appointed to inquire into the Death of Henry Hurdle,
Prisoner, in the Town Hall Gaol.*

Sir,

Bridgetown, August 20, 1875.

I HAVE the honour to forward herewith, for the information of his Excellency the Administrator, the Report of the Commissioners appointed to inquire into the death of Hurdle in the Town Hall Gaol.

Annexed thereto will be found the proceedings taken in this matter.

I have, &c.

Fredk. Watts, Esq.,
Acting Colonial Secretary.

(Signed) J. SEALY, *Chairman.*

We, the undersigned Commissioners appointed by his Excellency the Administrator, to inquire into the circumstances of the death in the Town Hall Gaol, on the 26th of July last, of a prisoner named Henry Hurdle, having finished our investigation, have the honour to make the following Report :—

1. By the terms of our commission we are specially charged with the task of furnishing answers to the following questions :

2. First, “ Whether you concur in the opinion of the Coroner’s jury that Hurdle’s death was accelerated by the absence of medical treatment, and suitable nourishment, and if you concur who has been to blame with reference to this death.”

3. Second, “ Whether you consider the hospital (at the Town Hall Gaol) fit for the reception of such patients suffering from tubercular and other serious diseases.”

4. This constitutes the duty which we were individually asked, and undertook to perform. We are now, however, further invited “ to find out the number of persons who have been admitted into the General Hospital after leaving the Town Hall Prison, the diseases from which they suffered and the result, and to say whether those diseases were caused or aggravated by residence in the Town Hall Gaol.”

5. We think it best, for reasons to be presently stated, to confine ourselves in the present inquiry to the points originally proposed to us, and involved in the questions above stated.

6. The first of these is to be answered by direct reference to the facts of the case ; the second involves merely the expression of an opinion as to the fitness of a particular building for the purpose to which it is applied.

7. As to the first. We find, to begin with, that the prisoner Hurdle was a man of advanced years, of spare habit, and of delicate, if not sickly, appearance. He was convicted and sent to prison for twelve months at the August Assizes in 1874, and was immediately put to hard labour on the tread-mill. On the 20th of the same month (August), he sustained an injury to the instep through stepping on the wheel, and went to hospital in consequence, where he remained three months-and-a-half, having been dismissed on the 3rd December. From the 3rd December, 1874, to the 8th February, 1875, he continued at hard labour chiefly at the pier-head, with the exception of one day in January, when he remained in, complaining of indisposition, which being deemed slight, he was sent out on the following morning. On the 8th of February he returned to hospital, and from that date to the 5th July last, a period of very nearly five months, he continued under medical supervision, by which term is meant, that he occupied a room with others in the hospital at night, and during the day was employed in comparatively light work about the yard, so as to be close at hand for inspection by the Medical Officer at the time of his regular visits. During this time his food consisted of the ordinary prison fare. His disorder during these five months appears to have been sores on the feet. On the 5th July he was dismissed as cured. On the 22nd July he was again admitted with that illness, which proved his last.

8. We think it proved by the evidence that the 22nd of July, and not any previous day, was that on which Hurdle last reported himself sick, and was admitted to hospital. The 22nd happened to be one of the regular days for the Medical Officer’s visit, which was made between eight and nine o’clock in the morning, consequently Hurdle was seen by the doctor within an hour or two after he complained of illness. Having been seen he was permitted to remain in hospital, but no treatment of any kind, whether in respect of medicine or diet, was ordered for or bestowed upon him, and on the morning of July 26 he died.

9. It is admitted by the Medical Officer that he saw the prisoner on July 22 about half past eight o’clock in the morning that the man did not at that time appear to him ill—that he might have had then the inflammation of the lung which caused his death, but he made no complaint referring to his chest, and displayed no symptoms that attracted attention to that part, consequently he (the doctor) did not examine the prisoner’s lungs, and that had he done so he must have discovered the disease from which the prisoner was suffering. He thought, however, that the malady was trifling, being in a measure thrown off his guard by the fact that the prisoner was a weakly man, almost always complaining, and therefore he permitted him to go back to hospital without giving any particular directions with regard to him.

10. This admission reveals the error which was the cause of all the subsequent neglect.

11. It is but too evident, we regret to be compelled to say, that Hurdle, although an inmate of the hospital during his illness, which lasted from the morning of the 22nd to the morning of the 26th, received absolutely none of that care and attention which is usually

bestowed upon the sick. The diet supplied to him was the common prison fare, and he lay on a piece of canvass spread on the floor.

12. If it be admitted that medical treatment is of any avail in promoting recovery from sickness, or postponing death, it follows that the complete absence of such treatment must retard recovery or hasten the coming end.

13. To the first question, therefore, we have to reply that the verdict of the coroner's jury at Hurdle's inquest, was in accordance with the facts of the case, as we have ascertained them, and we concur in it. And in regard to the further inquiry, who was to blame in reference to the neglect by which his death was accelerated, we are bound to say that through the want of proper care and diligence in the examination of the patient the Medical Officer failed to discover the man's disease, and, therefore, to order for him that treatment which he should have had, and the want of which, in all probability, hastened his death.

14. At first sight it might appear that the keeper, as well as the doctor, was responsible for the negligence that occurred, since it might be presumed to have been his duty to send for the doctor when he found the prisoner getting worse. But there seems no reason to disbelieve the statement of Mr. Mapp, confirmed by others, that the prisoner did not appear to him at any time subsequent to the morning of the 22nd, when he was seen by the Medical Officer, so ill as to make it necessary to send specially for the doctor. For if the indications of serious mischief were so slight as to deceive the doctor himself it is not to be wondered at that they conveyed no feeling of alarm to the mind of an unprofessional man, the keeper. And, however strange it may appear, it is yet a fact, which we believe rests on the best medical authority, that in persons of advanced life the onset and progress of fatal disease is sometimes so insidious that even professional observers, unless ever watchful, are in danger of being deceived. But for this consideration it would be impossible to hold the keeper free from blame: for, being aware, as of course he was, that according to custom there would be no medical visit again for several days, it would clearly, in our opinion, have been his duty to send for the doctor on the appearance of any new or untoward symptoms.

15. Indeed, we would venture to remark that the foregoing fact should be borne in mind in estimating the degree of blame that must fall on the doctor himself. It affords, however, no excuse for negligence or carelessness, though in some measure it may extenuate such an error as on the present occasion must be laid to his charge.

16. As to the second question proposed to us, we have no hesitation in saying that the building at present used as a hospital would be quite fit for such a purpose, were the patients requiring admission into it not so numerous as to overcrowd it, and were its rooms furnished with those appliances which are needful for the proper treatment of the sick. We regret, however, we cannot say that these rooms are free from objection in either of these respects. For we find, in the first place, that they are at present occupied by a larger number than they ought to contain. Secondly, that only two of the present occupants are supplied with beds, the other patients lying on pieces of canvass, called hammocks, spread on the floor; and thirdly, that there is not, and never has been, a nurse, or proper attendant of the sick, attached to the hospital. These are, no doubt, serious faults, and in noticing them we would specially draw attention to the last-named. It is one of such consequence, and at the same time so easily remedied, that we cannot but wonder that it has for so long been permitted to exist. The importance of such a functionary as a nurse is obviously great, not only for the purpose of supplying with regularity such food and medicines as may have been prescribed, but also of attending to those offices, the neglect of which must be productive of discomfort, and tend to vitiate the atmosphere of the place.

17. If overcrowding be detrimental to those in good health, it must clearly be far more so to such as are already struggling with disease. So long, therefore, as this hospital remains unduly filled, and continues to present the other defects we have endeavoured to point out, it cannot be pronounced fit for the reception of cases of serious disease.

18. Perhaps it might not be difficult to relieve it at once, by providing elsewhere for the more trifling cases.

19. We think it would be an improvement if the ventilators, of which there is one in the roof of each room, were made much larger than at present, and differently constructed. As at present fixed, they are by no means so effective as they might be; the small pipes of about two inches bore now in the roof can be of little use.

20. With regard to the further inquiry suggested to us, namely, as to the number

of cases sent annually from the Town Hall Gaol to the General Hospital, with the view of determining the question, whether diseases of a certain class are engendered or aggravated by residence in the Town Hall Gaol, we would respectfully beg to be excused from undertaking such an investigation at the present time. We are ready to admit the importance of such an inquiry, and to acquiesce in the opinion that much useful information would probably be gained by it, but we venture to think the subject altogether too large to be fitly or satisfactorily dealt with by the present Commission. The mere ascertaining of the number of cases of disease sent into the General Hospital from the Town Hall would of itself throw no light upon the question of the healthiness of that prison. For, supposing it to be shown, that a number of cases of constitutional disease, say tubercular consumption, were thus annually transferred, or were received into the General Hospital after dismissal from the gaol, it would clearly be unjustifiable to draw the inference that the Town Hall Prison was alone to blame for the mischief.

21. A variety of other points would have to be considered, such as—

(1.) The tendency to consumption which is alleged to exist in a marked and an increasing degree among the lower classes of the population, from whom the main body of prisoners is derived.

(2.) The effect of continued employment on such work as dredging (in which there is much exposure to wet and cold) on persons of peculiar constitutional disposition.

(3.) The nature of the diet whether, even if apparently sufficient in quantity, it be of the requisite quality, to maintain a healthy standard of vitality in men undergoing the severer forms of prison discipline, and—

(4.) The character of the medical care and supervision of the prisoners, whether it be sufficiently close, regular, and scrutinising, to reduce within the narrowest limits the chances of injury from excessive or inappropriate labour, and unsuitable food. Each of these causes in all probability has its share of influence in producing the result in question, and to each would have to be assigned its due proportion before a satisfactory conclusion could be arrived at.

22. If this were done it would probably be found that the share contributed by the presumed unhealthiness of the Town Hall Gaol has not been great, and is to be ascribed such as it might be, not to any essential fault in the site or construction of the rooms, but to the admission of undue numbers to those rooms.

23. For ourselves we strongly suspect that of the possible causes of ill health enumerated above, the 3rd and 4th would be found on careful inquiry to occupy a prominent place; we find, for instance, that the diet in some respects at the Town Hall is less than that at Glendairry. And inasmuch as the Town Hall Gaol is not likely to continue much longer in use as a prison in such manner as heretofore, it is less for the purpose of ascertaining the sanitary shortcomings of this gaol, than of bringing to light and remedying such faults as may exist under these particular heads, that we should be glad to see a proper investigation of the matter set on foot.

We come now, in the last place, to the request that we should offer any suggestions that may occur to us as to the best mode of preventing in future such occurrences as that which has formed the subject of our present inquiry.

We have already pronounced it as our opinion, that the misdoing discovered in Hurdle's case was traceable to an act of carelessness or thoughtlessness on the part of the Medical Officer. Were this particular act the only thing to be blamed in all that in this inquiry has come to our notice, it might be regarded as one of those errors which, under the best systems sometimes occur, and which it is perhaps impossible altogether to prevent; but it is evident that the fault of want of thoroughness and spirit is one which extends itself generally to the manner in which the medical service of the Town Hall Gaol is performed.

We observe that in the Rules drawn up for the management of Glendairry, the surgeon is required to visit the prison daily, while in those relating to the Town Hall, he is permitted to do so just so often as he may think fit, provided that an entry be made of the date and number of his visits in a book to be kept for the purpose. It is difficult, for us at least, to account for the distinction that is here made; but, manifestly it engenders the notion that a frequent and diligent medical attendance is of less consequence at the Town Hall than at Glendairry Prison. Thus, the notion of slackness in regard to the Town Hall is suggested to the Medical Officer by the Rules themselves. And accordingly, we find that two visits a-week to the gaol is all that has been deemed necessary, or required, as a rule, from the Medical Officer for the purpose of rendering to the prison discipline the aid which it expects and demands from medical skill.

If the impression derived from the above-mentioned distinction in the Rules has had an influence on the Medical Officer's conduct, it is not greatly to be wondered at. But, whether or not, it is remarkable that the fault such an impression is calculated to produce, is precisely that which we have described as marking the character of the medical attendance at the Town Hall.

We make these remarks not for the purpose of heaping censure on the Medical Officer in regard to his recent error, but of pointing out, as it seems our duty to do, the defects of a system for the existence of which the Medical Officer is not the only person responsible, and the faults of which must be clearly recognized, in order that the proper remedy may be applied to them.

Where a system known to be inadequate and imperfect is permitted to continue unchallenged and undisturbed, the officers working under it can scarcely be regarded as solely to blame for the mistakes and shortcomings which are its natural and inevitable fruit.

To prevent absolutely the occurrence of mistakes may be an impossible thing, but to improve a system which tends to promote them, is a task to be accomplished, we may hope, without great difficulty.

As to the way in which this may be done in the present instance, we think that we need offer no further advice to the Executive.

(Signed) J. SEALY, Jun.
F. B. SMITH.
B. INNIS.

Bridgetown, August 20, 1875.

Proceedings taken before the Commissioners appointed to inquire into the Circumstances connected with the Death of a man called Henry Hurdle, while in confinement at the Town Hall Gaol, on the 26th July, 1875.

James H. Mapp states, that I am the gaoler at the Town Hall Gaol. I remember the death of a man called Henry Hurdle; he died on 26th July, 1875, while in confinement at this prison. He became an inmate of the prison in August 1874, having been convicted at the August Sessions. He went into hospital on 20th August, 1874, and was under treatment for a bruise on his instep, caused by the tread-wheel, until 3rd December. For the last thirteen days of this time he was well enough to do light work during the day, returning to the hospital each night, and remaining under the doctor's supervision until he was finally dismissed on 3rd December. On that day he was put to hard labour, and continued to perform his daily work until 13th January, 1875. On that day he complained of pain in his stomach, and on the doctor seeing him the next morning, he was dismissed by him and sent back to work. He complained of an ulcerated toe on 8th February, 1875, and was sent into hospital, and treated (as on a former occasion) as an outside patient till the 5th July, 1875, on which day he was dismissed from the doctor's list. During these last five months his only complaint was the sore toe. He continued after the 5th July till the 21st July to break stone. On being called out to work on the morning of 22nd July he complained of sickness, and on being seen by the doctor soon after, told him, in my presence, that he had Demerara fever in the head. The doctor then recorded his name in the journal as having "fever in the head," but directed no medicine, nor did he examine him, or give me any instructions about him of any kind. I asked the doctor no questions, but ordered the prisoner into hospital, where he remained till his death, the usual prison fare being supplied to him. He did not appear to get worse, though I saw him daily; he did not complain of being worse; he ate the prison fare up to the morning of 20th July. I did not know that he had refused his evening's food until after his death, on his ration being found in his cell. Hurdle, while ill, lay on a hammock and blanket spread on the floor. There are bedsteads for the hospital use available for seven cases of illness, but Hurdle was not given one. I did not give him one, as I received no instructions to that effect, nor did I in my own judgment consider him so ill as to require one. The doctor attends twice a week, unless called specially or in attendance on an urgent case. I have known the doctor attend as often as three times in one day. Being called on to do so, I now produce the doctor's Journal and Prescription Book. On the 22nd July there appears no entry of any instructions as to medicine or other treatment. I have no authority to order any change in the diet of a prisoner, though he be in hospital, but the doctor's power to do so is unlimited, as shown by Rule 52, relating to the

Common Gaol. I returned Hurdle to the hospital on 22nd July, because there was no special direction by the doctor that he was "dismissed."

(Signed) J. H. MAPP.

James Patterson states : I am a prisoner at the Common Gaol. I was in the hospital when Hurdle died. I entered the week before he was admitted. Hurdle was admitted on a Thursday. I went in on a Thursday evening, and he came on the following Thursday morning, 22nd July. On the evening of that day I was put into the same room with him, and I heard him complain of a pain in his stomach. I never heard him make any complaint to the gaoler until about 9 o'clock on the night previous to the morning of his death. He ate his prison fare up to Sunday, 25th July. On that morning he refused some of his ration, and in the evening he ate none at all. Neither the keeper nor the turnkeys knew that he had left his food, as he did not complain. He did not ask to be allowed to see the doctor, as he knew he would be there on the following day (Monday), saying that he would then ask him to change his ration. At 8 o'clock on Sunday night, the 25th, Hurdle complained of a pain in his stomach, and I called out to Butler, one of the turnkeys. He came into the room with a light, and stood over Hurdle, and asked him what was the matter. Hurdle said he had a pain in his stomach and head, that he knew he had to die, and should not like to die in prison. Butler told him to cheer up, morning would soon come, and he would see the doctor. Hurdle asked me to assist him to the tub, which I did in Butler's presence, and he relieved his bowels, and then returned to his bed. He then asked Butler to give him some tea in the morning, which Butler said he would do, and locked the door and went away. About half-past 9, Mr. Mapp and Butler came to the window outside the room, and Mapp asked Hurdle what was the matter. Hurdle replied he felt faint. Mapp said he would send him some tea in the morning, and then both went away. Butler returned to the window at half-past 12, and asked if all was right. Hurdle was asleep, and I said "all right." Butler went away. Between 2 and 3 o'clock I heard Hurdle groan, and I called to him, but got no answer. I called again; and, on getting no answer, I went up to his bed, and found him breathing shortly. I then called for the turnkey, and Butler and Marshall came with a light into the room: and, on going to Hurdle, found him dead. When Hurdle first came into the hospital, he had no cough. I heard him cough for the first time on the Saturday.

(Signed) JAMES PATTERSON.

Samuel Greaves states that I am a prisoner at the Town Hall Gaol. I knew Hurdle and I remember his death. I was in hospital with him, and he came there after me. I was in the same room with him. I heard him complain on the day he first came into hospital of a pain in his stomach and head. The gaoler was not present. He came in on a Thursday morning. He seemed to eat his food very well until the Sunday morning, when he did not eat at all, and in the evening he ate none of his ration. About 9 o'clock he complained of feeling worse, and Butler was called, and he came and asked Hurdle what was the matter, and he said he felt faint. Butler looked at him, and told him he hoped he was not going to "make a die of it." Hurdle said "Oh, no, I trust I'll live till morning!" Mapp came round soon after and called to him through the window, and Hurdle said he still felt faint, and Mapp said he would give him tea in the morning. I fell asleep, and when I awoke I was told Hurdle was dead. I noticed he had a slight dry cough when he came into hospital.

(Signed) SAMUEL GREAVES, his ✕ mark.

C. M. Butler states that I am a turnkey at the Town Hall Gaol. I remember the death of Hurdle. He went into hospital on the morning of 22nd July. I took his food to him in the hospital on the morning of Sunday, 25th July, and also on the same evening, at which time I asked him how he felt, and he said "not worse." At a quarter to 9 o'clock on the night of Sunday, 25th July, I heard a call, and went to the hospital, and was told that Hurdle felt faint; I got my lamp and went into Hurdle's room, and asked him what he meant by feeling faint, and if he felt worse; he replied, "Oh, no, no worse, more than the usual feeling in my stomach!" I told him I suppose he would cheer up, and he said, "I am not going to make a die of it." I then asked him what he wanted me to do for him; he replied, to get him some tea in the morning; I said I would; he then got up and went to his pan in my presence, assisted by one of the prisoners, and returned to his bed. I then left, and reported the matter to Mr. Mapp, and he and I returned to the window outside at 9 o'clock. Mapp inquired of Hurdle how he felt, and Hurdle complained of a pressing in his stomach, but said he was not worse.

Mapp asked him if he would like some tea in the morning, and he said "Yes"; Mapp said he would send him some, and I and Mapp left. My next visit was at half past 12, and I inquired from the window if all was right. I heard a reply, "all right," but it was not Hurdle who spoke. I then asked if Hurdle was worse, and a reply was made in a very low tone of voice, "No." I did not recognize the voice. I then went away. About twenty minutes after 3 o'clock I was called, and was awaked by Marshall, one of the warders, and he and I proceeded to the hospital, and, on going inside, I found that Hurdle was dead. I had seen Hurdle on previous occasions in hospital; I did not think he looked worse on this last occasion than on the previous ones. There is no regular nurse to the hospital, but such duties are performed by the warders. I have been connected with the Town Hall Gaol for over five years, and have never known of there being a nurse in the hospital.

(Signed) C. M. BUTLER.

James Henry Marshall states, I am the first turnkey at the Town Hall Gaol. I remember Hurdle. I remember that he went into hospital on the morning of the 22nd July last; he was seen by the doctor soon after, and I was present along with Mapp when Hurdle was taken before the doctor. He walked in and stood before the doctor, who asked him what was the matter, and Hurdle said he had Demerara fever in his head. The doctor said "All right," go; and Hurdle turned away; I am positive that this is all that passed.

To the Commissioners.—Mr. Mapp asked the doctor if anything was to be given to Hurdle, and the doctor said "No." Mapp then took him back to the hospital. I am positive that the doctor never directed any thing to be applied to Hurdle's head.

(Signed) JAS. H. MARSHALL.

N.B.—This witness commenced making such contradictory statements, that we felt we could put no reliance in what he said.

Charles Hutson states that I am a Physician Surgeon. I was called upon to make a post-mortem examination of the body of Henry Hurdle. I did so on the day the inquest was opened (26th July). His body was extremely emaciated, the bones being very prominent, and the abdomen, cheeks, and eyes deeply sunken: no fat was found throughout the whole investigation, save a little on the walls of the heart; there was a scar on the right instep. I should say he was 50 years of age or thereabouts. On opening the chest I found traces of old inflammation about the heart; there were also marks of similar inflammation of the membrane covering the lungs; the left lung was congested, and the right one considerably diseased. The right lung displayed the phenomena of inflammation in three distinct stages, showing that it had commenced in the lower part and gradually extended upwards. This was a case of simple inflammation and not tubercular. I have no doubt that this disease existed on 22nd July. It is quite possible that in spite of the existence of this disease on the Thursday (22nd) the symptoms of illness may have been so comparatively slight as not to have attracted an ordinary or careless observer, a very slight professional examination must have discovered the disease, and this disease was the immediate cause of death. I found the stomach was empty and the intestines nearly so, from which I inferred that he must have taken very little solid food for several days previous to his death.

I have no doubt that the absence of proper medical treatment, and the want of proper and suitable nourishment would have accelerated his death.

(Signed) C. HUTSON.

William Clarke states, that I am a Physician and Surgeon, and the Medical Officer for the Town Hall Prison. I remember that Hurdle was brought to me on the 22nd July last; he complained merely of headache, I thought that I had ordered that his head should be kept wet with cold water, but as Mr. Mapp, the gaoler, is quite positive that I did not give such a direction, I will not be certain on the point. I did not discover at the time that Hurdle had inflammation of the lungs. He was brought to me that morning from the hospital between eight and nine o'clock, and as I did not order him dismissed, he remained there as a matter of course. I heard no more about him until his death was announced to me. It is customary whenever patients in the hospital get worse, for me to be apprised of it. It is not my practice to note in the journal anything with regard to the treatment of patients beyond prescriptions. I was not present at the post-mortem, nor did I ever see him after his death. He was a man probably between fifty and sixty years of age; and was very thin in appearance. I saw nothing about him on the 22nd July

which I thought called for a visit from me before the usual periodical one, which would have been on the Monday following. If I had examined his chest on the 22nd, I should no doubt have discovered the inflammation of the chest which was present; but I did not examine his chest, as there was nothing to attract my attention to that particular part of the body. I am of opinion that there should be a regular nurse attached to the hospital. I was not asked to be present at the post-mortem, and I did not remain for it as I had other calls to attend to.

(Signed) W. CLARKE, M.D.

Note.—During Dr. Clarke's examination he made the statement which is alluded to on fifth page of the Report, but which we find we omitted to include in the evidence above signed by him.

(Signed) J. SEALY, Jun.
B. INNES.
F. B. SMITH.

Inclosure 2 in No. 11.

Sir, *Colonial Secretary's Office, August 21, 1875.*

I AM directed by the Administrator to forward you extracts from the Report of the Commissioners appointed to inquire into the circumstances of the death, in the Town Hall Gaol, on the 26th July last, of a prisoner named Henry Hurdle. If you wish to make any remarks upon these extracts, His Excellency will be happy to receive them. I am also directed to inform you that, if you desire it, you can peruse the whole Report at this Office.

I have, &c.

(Signed) FREDK. WATTS, *Acting Colonial Secretary.*

William Clarke, Esq., M.D.,
Medical Surgeon, Town Hall Prison.

Sir, *Tweedside, August 27, 1875.*

I have to acknowledge the receipt of your communication covering "extracts from the Report, &c.," and in reply to state, for the information of the Administrator, that Hurdle, at the time of his having been seen by me, complained only of his head, and was treated accordingly; that I do not believe he was suffering at the time from disease of the lungs—which I should have discovered had he been so suffering—as he must have shown symptoms of such disease before the evening of the night on which he died, up to which time he only complained of his head; had he complained after I saw him, I should have been informed of it, as is usual in such a case, and consequently visited him. When disease of the lungs seizes the patient, it is very rapid in its progress, and much more so in such a weak person as Hurdle. I therefore wholly differ from the opinion given of the medical gentlemen, that he was suffering from the attack of which he died when I saw him: I am free to admit that I may have examined him more minutely when I saw him; but there was nothing to indicate that he was ill, and if I am to be blamed for this inadvertence, it is the first time during the thirty-six years I have been the Medical Officer of the Gaol that any blame could be attached to me. I have ever striven to perform the duties faithfully and diligently, and shall continue to do so.

Trusting that the unavoidable delay in answering your communication will not be deemed disrespectful to his Excellency the Administrator,

I have, &c.

Frederick Watts, Esq.,
Acting Colonial Secretary.

(Signed) WM. CLARKE, M.D.

Inclosure 3 in No. 11.

Memorandum for Dr. Clarke.

I HAVE received Dr. Clarke's reply, of the 27th instant, to the extracts from the report of the Commissioners on the subject of the death of Henry Hurdle in the Town Hall Gaol, on the 26th ultimo.

In this reply, Dr. Clarke states that he wholly differs from the opinion given by the medical gentlemen, that Hurdle was suffering from the attack of which he died when he saw him; but Dr. Clarke admits that he might have examined him more minutely when he saw him, but there was nothing to indicate that he was ill. Dr. Clarke likewise describes Hurdle as such a weak person.

Now Hurdle was in hospital, from an injury to the instep, from the 20th August to the 3rd December, and again from the 8th February to the 5th July for sores on the feet, or nearly eight and a half months in all.

Moreover, on the 22nd July, he was seen by Dr. Clarke, and admitted into hospital, but was not visited again by him, and on the morning of the 26th he died.

The Commissioners report that on this last occasion it is admitted by the Medical Officer that he saw the prisoner on the 22nd July about half past 8 o'clock in the morning; "that the man did not at that time appear to him ill; that he might have had then the inflammation of the lung which caused his death, but he made no complaint referring to his chest, and displayed no symptoms that attracted attention to that part; consequently he (the doctor) did not examine the prisoner's lungs, and that had he done so he must have discovered the disease from which the prisoner was suffering. He thought, however, that the malady was trifling, being in a measure thrown off his guard, by the fact that the prisoner was a weakly man, always complaining, and therefore he permitted him to go back to hospital without giving any particular directions with regard to him.

With this admission, it appears to me, not only that Dr. Clarke should, on the last occasion, have paid special attention to the man, and have examined him there carefully and frequently, but that he should have done so before, when he was so much in hospital, and was a weakly man almost always complaining.

A weakly man constantly in hospital should surely attract special notice, in order to discover, not only the amount of hard labour, if any, he was fit for, but also what diet, in quality and quantity, he should be given.

A careful examination would have probably led, at a comparatively early period, to a discovery of mischief in the lungs, and on the representation of the Medical Officer, Hurdle might have been released from prison, admitted into hospital, and his life have been prolonged, if not saved.

It appears that a daily visit by the Medical Officer to the hospital has not been laid down in the rules; but the common practice has been for it to be visited twice a week and oftener only when called for by the superintendent.

I am glad, however, to remark that, whenever summoned, or when Dr. Clarke thought there was any bad case, his visits were frequent.

But I regret to feel it my duty to express my opinion that, notwithstanding the absence of special rules as to attendance, Dr. Clarke should have visited the hospital much more frequently than he has been in the habit of doing, as he must be aware that a non-professional man is not competent to discover whether a prisoner is malingering or not, while, as a subordinate, he would not like to call the Medical Officer frequently, not until a case was so bad that even a non-professional eye could discover it.

I regret also to have to remark that in the case of Hurdle Dr. Clarke has been very neglectful, and incurs great blame, not for inhumanity, but for carelessness.

In consideration of Dr. Clarke's long service, of his known kindness of heart, and of his readiness when called upon to do all in his power for prisoners, in consideration also of the slackness allowed by the rules of the prison, I am not prepared to take any further steps in the matter beyond the censure I thus convey.

I order that for the future the Medical Officer visits the hospital daily, that he inserts these visits in a book, with all the cases treated, their nature, his prescriptions for them, and orders with regard to diet.

In the case of weakly prisoners, he should give special orders as to the work they should, or should not, be put to, and he shall bring under the notice of the proper authorities any deficiencies in the sanitary condition of the hospital or in hospital accessories.

(Signed)

S. FREELING, *Administrator.*

Government House, August 28, 1875.

Inclosure 4 in No. 11.

EXTRACT from Punishment Book of Town Hall Gaol relating to the case of Henry Hurdle, from January to July, 1875.

Date.	Offence.	Punishment.	By what Authority.
January 21	Idleness at shot drill	Half messed for 2 days ..	The Keeper.
January 25	Ditto in dredge gang	10 days extra stone breaking ..	
April 19	Disobedience	Separate cell for 4 nights ..	
April 21	Leaving work without permission.	Half mess at dinner	
May 25	Ditto	Ditto for 2 days	
June 3	Idle at stone breaking	Separate cell 7 nights	
June 11	Very idle at ditto	Half rations 3 days	
July 6	Disobedience of orders	Ditto 2 days	

No. 12.

The Earl of Carnarvon to Governor Hennessy, C.M.G.

Sir, *Downing Street, February 8, 1876.*
 I HAVE the honour to acknowledge the receipt of your despatch of the 25th of November,* and I am glad to receive the assurance that the members of the Legislature are willing to carry out whatever suggestions they may receive from Her Majesty Government for the improvement of the prisons of Barbados.

I have, &c.
 (Signed) CARNARVON.

No. 13.

The Earl of Carnarvon to Governor Hennessy, C.M.G.

Sir, *Downing Street, February 16, 1876.*
 I HAVE received your despatches of the 9th and 10th December,† reporting the result of some inquiries made by you into the state of the Barbados prisons.

2. The facts which have come under your notice, and which you have very properly reported to me, disclose a state of things both as regards the condition and management of the prisons and the frequency and severity of the punishment of flogging, and other abuses, which are most discreditable and cannot be allowed to continue.

3. I have read the accounts contained in these papers—on some of the details of which I will comment hereafter—with a feeling of deep regret that such great abuses could exist in a Barbados prison. I need not say that a reform of such evils is absolutely necessary. Meanwhile, I may remind you that by the Imperial Statute 1 and 2 Vict., c. 67 very large and summary powers are conferred upon Her Majesty's Government as regards prisons in the West Indies. This Act was passed with the object of putting an end to such abuses as appear to exist in the Town Hall prison of Barbados; and if these abuses cannot be otherwise corrected, and if the Assembly still fails to provide a proper prison, it will become necessary to consider whether, after due warning, the Act should not be put in force.

4. With regard to the alleged severity of the instrument used in flogging the prisoners, I may refer you to Mr. Cardwell's circular despatches of the 21st January and 13th April, 1865, by which the amount and character of corporal punishment are very clearly defined. I request your attention to them with a view to reducing this punishment when breaches of prison discipline render its use necessary, within safe and moderate limits.

5. With regard to the circumstances attending the death of the unfortunate prisoner Hurdle, I regret that I must express my entire concurrence in the censure passed upon Dr. Clarke by Mr. Freeling in his minute of the 28th August last, and I trust that what has happened will have the effect of inducing a more careful daily attendance on his part, without which it would be impossible to allow him to retain his office.

6. There can be no doubt that the reprehensible excess of authority on the part of

* Nos. 10 and 11.

† No. 8.

the keeper of the Town Hall Gaol, described in paragraphs 5 and 7 of your despatch No. 166, accelerated the death of the unfortunate man Hurdle, and the case of the prisoner Callender, in the Glendairy Prison, as related in paragraph 12 of the same despatch, discloses a similar excess of authority on the part of the keeper of that prison. This prisoner, who was punished fourteen times during the year (and three times illegally) was afterwards reported to be insane.

7. Another convict in Glendairy Prison, who had been under medical treatment during June, July, August, and September, was reported for disorderly conduct and disobedience, and for saying to a superintendent, "You are paid to talk." For this offence he received, on the 27th of September, by order of Mr. Fitzherbert Allegne, a Visiting Justice, a flogging of twenty-four lashes, and was in hospital from the wounds on his back until the 19th of October.

I shall be glad to know what course you propose to pursue with reference to the keepers of these prisons, and also as regards the Visiting Justices, who, by their neglect and indifference in the discharge of their duties, and in the case of Mr. Fitzherbert Allegne, by a want of moderation in the exercise of the functions reposed in him, appear to me to have incurred very grave responsibility.

8. It has been very painful to me to be compelled to express such strong disapprobation of the administration of the prisons in Barbados, but the facts which have been brought under my notice have left me no alternative.

9. I continue to place much confidence, not only in your care and energy, but in the disposition of those connected with public affairs, to support you in effecting all necessary and proper reforms.

I have, &c.
(Signed) CARNARVON.

No. 13A.

Governor Hennessy, C.M.G., to the Earl of Carnarvon.—(Received April 1.)

My Lord,

Government House, Barbados, March 11, 1876.

1. I HAVE the honour to acknowledge the receipt of your Lordship's despatch of the 10th February, 1876,* respecting the want of proper discipline, and the frequency and severity of the punishment of flogging, in the Barbados prisons.

2. With reference to your Lordship's inquiry as to what course I propose to take as to the officials of the prisons and the visiting Justices, who, by their neglect and indifference in their duties, have incurred grave responsibility, I now lay before your Lordship a copy of a Minute I inserted in the books of Glendairy Prison on the 10th of last December, respecting the illegal punishments which, with the sanction of the Visiting Justices, had been inflicted by the order of the Keeper in that prison.

3. I wrote a similar Minute in the books of the Town Hall Prison.

4. This Minute embodies the joint opinion of my Law Advisers, the Attorney-General and Solicitor-General.

5. So far, the illegal punishments have been stopped.

6. As regards the excessive number of floggings in Barbados, I contemplated appointing a Commission to report upon it; but, on further consideration, and the advice of the Attorney-General, I dealt with it myself by issuing a Circular to the Provost Marshal, Inspector of Prisons, Visiting Justices, and the various keepers of the prisons in Barbados, inclosing a Minute, in which I stated the facts; contrasted the large number of floggings in Barbados with the small number in Jamaica, and with the more humane and rational practice in the other Windward Islands; and showed that a more discriminating and careful system of discipline tended to reduce the number of prison offences.

7. Since then, I have received from the Inspector a most satisfactory report, based on his own observations and the information he has recently received from the Keepers of the Prisons, to the effect that the discipline of the prisons and the conduct of the prisoners has never been so good as it is now.

8. I shall lay Mr. Watt's Report before your Lordship by the next mail, and in doing so I shall explain fully the lenient course I am venturing to take with the prison officials and with the Visiting Justices.

I have, &c.
(Signed) J. POPE HENNESSY.

Inclosure 1 in No. 13A.

Extract from the Visitors' Minute Book of the above Establishment.

I REGRET to record that a considerable number of the punishments inflicted by order of Mr. Price have been illegal punishments.

On this subject further instructions will be issued; meanwhile, I direct him to cease awarding in any case two punishments for the same offence. To order separate confinement, and also reduce rations at the same time as one sentence for one offence, is not within Mr. Price's lawful authority.

Except quite recently, since 20th September, 1875, no written approval of the surgeon is recorded, as required by law; and I regret to find that Dr. Archer, the surgeon at present acting for Dr. Clarke, has (within this week, according to Mr. Price's admission) gone back through the book, and, it appears at Mr. Price's request, endeavoured to cover the illegality since the 20th of September by writing in his approval at the various dates in September, October, November, and December, at which the sentence had been given and the punishment inflicted. This latter transaction I only discovered to-day, on noticing the fact that all the approvals in question were apparently written in the same ink. On putting the question to Mr. Price, he admitted that Dr. Archer had done so.

Mr. Price will be good enough to transmit a copy of this Minute to the Colonial Secretary.

I have, &c.

(Signed) J. POPE HENNESSY, Governor.

Glendairy Prison, Barbados, December 16, 1875.

Inclosure 2 in No. 13A.

Minute by the Governor-in-Chief.

I HAVE read with much satisfaction the annexed returns of extracts from the Defaulters' Book of the prisons of Barbados for the week ended yesterday.

2. Soon after my arrival in this island, in November 1875, I discovered that the number of prison offences and of prison punishments, as well as the nature of the punishments and the shocking results that in some cases followed, constituted a grave scandal, and showed that in Barbados alone, of all Her Majesty's Colonies, some of the worst practices of the days of slavery still prevailed.

3. I found that on an average of the past six years, the floggings inflicted in Barbados for prison offences were twenty times more numerous than in all the prisons of Jamaica, for the same period in proportion to the criminal population of the two islands.

4. Of the various prisons comprised in this Government-in-chief, that I have had an opportunity of visiting, I found that, in the first ten months of the year 1875, there had been in the Barbados prisons fifty people flogged for prison offences; whereas in the prisons of St. Lucia, of Grenada, and of St. Vincent, I found that during the whole of the same year there had not been a single case of flogging.

5. In one Barbados prison—the male department of Glendairy—there were 555 prison punishments inflicted in the year 1875,—the daily average number of prisoners in that prison being under 72.

6. In St. Lucia, where the daily average number of prisoners is over 30, the number of prison offences and prison punishments for the same period, the year 1875, was only three. Taking into account the proportionate number of prisoners, it thus appears that more prison punishments were inflicted in Glendairy in one week than in St. Lucia in twelve months.

7. The total number of prison punishments inflicted in the Barbados prisons, for the year 1875, was 2,197: that is a weekly average of 42 offences, followed by 42 punishments.

8. It is due to Mr. Watts, the Inspector of Prisons, to state that, before my arrival, he reported that the discipline of the Barbados prisons had reached so low an ebb that a general reform in the whole system was required.

9. I regret to record the fact that some of those entrusted with authority in matters of prison discipline, did not assist me in endeavouring to remedy this cruel and pernicious system.

10. Some of the Magistrates and prison officials upheld the practice of flogging on the ground that, "for this class of people, it was the only deterrent punishment," though I pointed out that Her Majesty's Government had expressed the hope, in the year 1873, that the practice of flogging would be discontinued in Barbados, and though I showed, by the Returns from other Colonies and from the United Kingdom, that cruel and degrading punishments were not sanctioned by the most experienced authorities, and that such punishments did not diminish the number of prison offences, but tended to increase them; I was answered that neither Her Majesty's Government nor I understood the people here, and that anything like leniency would only lead to an increase of prison offences.

11. The result, however, shows that the same principles of human nature are to be found in the prisons here as in the prisons of other parts of the Queen's dominions. I have spoken to the prisoners, and especially to those who had been regarded as the most refractory, and I have pointed out that by strict obedience to the prison officials, and a willing compliance with the Prison Rules, they would not only avoid punishment, but would render themselves capable of receiving certain benefits due to industry and steady good conduct.

12. Under the old system last year, of frequent floggings and the imposition of numerous punishments not sanctioned by the Prison Rules, the average number of prison offences was 42 per week: now, from the Returns before me, I see there was but one prison offence committed in all the prisons of Barbados—for the past week, though the average number of prisoners has but very slightly decreased.

I have, &c.

(Signed)

J. POPE HENNESSY, *Governor.*

Long Bay Castle, February 11, 1876.

RETURN of Prison Defaulters for the week ended 10th February, 1876.

	Prison Offences.	Prison Punishments.	
Glendairy Male Prison . .	None	None	(Signed) W. Price.
" Female Prison . .	"	"	
Town Hall Gaol . .	"	"	
District "A" Prison . .	"	"	
" "B" " . .	"	"	
" "C" " . .	"	"	
" "D" " . .	1	1	
Total . .	1	1	

No. 4.

BRITISH GUIANA.

BRITISH GUIANA.

No. 14.

Governor Longden to the Earl of Carnarvon.—(Received August 13.)

My Lord,

Government House, Georgetown, July 17, 1875.

I HAVE had under my most careful consideration the remarks in your Lordship's despatch of the 6th of March, 1875,* relative to the penal settlement at Massaruni.

2. The dangers which your Lordship forcibly points out are the dangers of abuse, which are incidental to the remote and isolated position of the settlement, the difficulty of access to it by the friends of prisoners, and the absence of the check of publicity, since abuses in a prison situate in a more peopled neighbourhood would be more likely to transpire through warders and inferior officers than in a remote wilderness.

3. It has been to guard against the possibility of such abuses that frequent, efficient, and thorough inspection by responsible officers is absolutely necessary.

4. Since the date of my despatch in January last, the settlement has been regularly visited, and from the reports of inspection I select two, one made by Mr. Brumell, Sheriff of Demerara and Police Magistrate of Georgetown, of a visit made by him in February, and the other by Mr. Young, Government Secretary, of a visit made in March, which I inclose, as showing both the points on which a fair degree of discipline has been attained, and those in which improvement is required.

5. I find, however, that illness, absence, and the pressure of public business are likely to interfere with the regularity of such inspections, and I have, therefore, reconsidered the recommendation of the Committee of the Court of Policy as to the appointment of an officer to visit the settlement frequently, and be responsible to the Government for its proper working. I gather from your Lordship's despatch that this recommendation is not considered objectionable, and I would, therefore, ask leave to propose to the Court of Policy to place on the estimates for the following year a provision for the appointment of such an officer.

I would suggest that the officer should be appointed a Stipendiary Justice of the Peace for the whole Colony, having no district assigned to him, but having, in every part of the Colony, the jurisdiction of a Stipendiary Magistrate; that he should be Inspector of the penal settlement, and of all prisons throughout the Colony, namely, Georgetown, New Amsterdam, Essequibo, Fellowship and Mahaica (for male coolies only), and the temporary prisons at the Abary, the Best, and in Wakenaam. I would propose that the salary of this officer should be the same as the other magistrates, namely, 700*l.* a-year, with 100*l.* for travelling allowances, making a total charge of 800*l.* As this officer would be at least twice a month at Massaruni, he might very properly be charged with the adjudication of the very few cases which come before the special magistrate for the Essequibo River, and that magistracy (of which the salary is 500*l.* a-year) might be discontinued when a vacancy occurs. This would reduce the net increase to 300*l.* a-year.

6. In order to insure efficient inspection, it must be made more easy than it now is to visit the settlement. At present every visit is made in a steamer hired expressly for the occasion at the rate stipulated in the mail contract. This involves an expense of 200 dollars for each day the steamer is under steam, and 50 dollars for detention when not under steam, making a total sum of 450 dollars for each trip, supposing the visitor to remain one clear day.

7. There is at present steam communication three times a-week† between Georgetown and the Island of Wakenaam, at the mouth of the Essequibo River. The steamers leave Georgetown at 7 A.M., reach Wakenaam usually at 11 A.M. From there they go on to the coast of Essequibo, called the Arabian coast, and return to Wakenaam about 1 P.M., and return thence to Georgetown. From Georgetown to Wakenaam is a distance of about 32 miles, and from Wakenaam up the river to Massaruni is about 28 miles.‡ I propose, therefore, instead of hiring special steamers, to visit Massaruni on

* No. 34 of C.—1338 of 1875.

† On Mondays, Wednesdays, and Saturdays.

‡ See Tracing from Map inclosed.

every occasion to establish a regular steam-boat service between Wakenaam and Massaruni, in connection with the service already established between Wakenaam and Georgetown. There will thus be a through mail from this city to Massaruni, and from Massaruni to this city, three times a-week, by which passengers and letters may pass.

8. If I can effect this arrangement all difficulty of access to the convict settlement will be removed, and it will be able to be visited with as much facility as Berbice or Essequibo. Visits of inspection may be made when necessary at the shortest possible intervals, and the friends of prisoners may pay them such visits as are permitted by the rules. (See inclosure).

9. The establishment of a steamer running regularly three times a week up and down the river would, I think, have another effect in reducing the sense of isolation. With regular communication with Georgetown it is probable that the wood-cutting and quarrying settlements along the river would increase. During my own visit to Massaruni on Wednesday and Thursday last I noticed four large merchant vessels in the river loading timber for Europe, three of these were within sight of the settlement, and I found in the infirmary at the settlement four seamen from the vessels suffering from fever. At the village of Bartica, immediately opposite the settlement, there were, in 1871, 220 people, and in the other settlements on the Essequibo 1,130. I have no doubt that these scattered settlements will increase in population. There is endless employment for them in wood-cutting and quarrying granite, and the village of Bartica, from its central position at the point of the confluence of the Essequibo with the united stream of the Massaruni and Cuy-Uni, will probably become the chief place in these regions. The establishment of regular steam communication will powerfully contribute to the colonization of the Essequibo.

10. I inclose for convenience of reference a printed copy of the contract now in force for carrying on steam communication with Berbice and Essequibo, including in the latter route Wakenaam. I have written to Mr. Stubbs, the agent of the contractor (Mr. Sproston being in England) requesting him to ascertain and state whether the contractor would be willing to undertake this additional service for the ten years for which his other contract has yet to run, and what sum he would charge. If the contractor be unwilling to undertake the service for a moderate sum it may be undertaken by the Government, who can themselves make use of the established communication as far as Wakenaam.

16. On my visit to Massaruni on the 14th and 15th instant, I minutely inspected every part of the prison, including the hospitals, kitchens, dispensary, and chapel. My visit was practically one of surprise, for the boat by which I sent information that I was coming was delayed by calms, and did not arrive until after my own arrival. I visited each prisoner under punishment, and heard what he had to say. I also attended at a parade of all the prisoners who wished to apply to me. Out of 42 prisoners who appeared on this parade, 39 asked only for a remission of their sentence, one for boots (which are only issued on the order of the surgeon, the universal practice of the labouring class being to go barefooted), one complained of the ration of bread and asked for rice instead, and one that his ticket of leave had fallen due but had not been given to him.

17. Although this is the wet season, I was glad to find only 15 prisoners out of a total of 228 in the hospital. Several of these were chronic cases, and the patients earnestly entreated me to allow them to be removed to the hospital in Georgetown, a change which would scarcely be for their benefit, for the air at Massaruni is certainly purer than the air in Georgetown. The prison is built on a platform of solid granite rock, the surface of which is 50 feet above the river at high water. The patients in the hospital are supplied with fresh meat (beef and mutton), poultry, milk, and vegetables from the farm and provision grounds attached to the prison, a full account of which will be found in the report of the Superintendent inclosed. All the prisoners have fresh meat, in soup, once a week. The sanitary arrangements of the prison are satisfactory, the drainage is, from the elevation of the site, perfect. The dry-earth system is in use throughout the prison.

18. I visited the cowsheds, pigsties, and fowl-yards, which are called the farm. It is necessary for the use of the sick to keep a supply of fresh meat, &c., on hand. The care of the stock offers employment for weakly prisoners who are not equal to hard labour in the quarries, and it is of advantage that the officers of the prison should have the opportunity of purchasing fresh meat occasionally for themselves and their families. I would gladly see this part of the establishment increased.

19. While I was engaged in hearing the complaints of the prisoners, Mr. Austin, the Acting Government Secretary, who accompanied me on my visit, examined the journals of the Acting Superintendent, the Acting Chaplain, and the Surgeon. I may here remark that the Rev. Mr. Walshe, whom I appointed to act as Chaplain during the absence on leave of



the Rev. Mr. Campbell, has been able apparently to acquire considerable influence over the prisoners, not only by his age and experience, but also by his power of conversing with those prisoners who are natives of India in their own language.

20. The new wooden prison for 100 prisoners commenced last year is not yet completed. The framework is finished and the roof is boarded and shingled, but the floors are not yet laid, nor are the divisions between the cells yet made. I have ordered it to be completed as quickly as possible. It is built of native wood, and time has necessarily been lost in allowing the wood to cure before being used.

21. There are at present 228 prisoners at Massaruni. The daily average for last year was 212. There are 197 cells, but the balance of prisoners over the number of separate cells have generally been in hospital. Occasionally, however, a few prisoners are locked at night into the corridors of the prison, where they sleep in association, under the charge of a night warder. The corridors are lighted. This arrangement is objectionable, and when the new prison is completed, I intend to order that no more than 300 prisoners shall ever be kept at Massaruni at the same time, so as to ensure there being a separate cell for every prisoner.

22. I have the honour to forward herewith six printed copies of the Report of Mr. Sealy, the Superintendent (now on leave) for the year 1874. The report gives a very detailed account of the prison staff, the state of the prison buildings, the farm and provision grounds, and the employment of prisoners. Mr. Sealy justly attributes great importance to the promotion of industry among the convicts, and his efforts have been so successful in stimulating the industry of the prisoners that the total quantity of stone quarried and delivered in 1874 exceeded 9,000 tons, being nearly four times as great as the quantity delivered in former years. Mr. Sealy estimates the value of the prisoners' labour in 1874 14,843 dollars, taking the labour at the price of 1s. a day, but it is in reality worth more than that, for the market value of the stone alone delivered from the quarry was 11,725 dollars, and it will be seen from Mr. Sealy's tables that the work in the quarries did not absorb half the labour of the prisoners.

Mr. Sealy recommends, in his report, the employment of convicts of the first class in wood cutting, provided that they are lodged in separate cells at night—on the Crown lands in the rivers where greenheart and other useful woods abound. This recommendation may, I think, be usefully carried out whenever the demand for stone for sea defences at and near Georgetown slackens. At present the demand, both for public works and for private, is so great that it cannot be supplied from the penal Settlement alone, and quarries have been opened by private persons on the banks of the Massaruni, opposite the prison, to meet the demand.

24. I shall endeavour to meet your Lordship's wishes by visiting the Settlement once in two months or, at least, as often as I can do so.

25. In order to illustrate more clearly the communication I propose to establish with Massaruni by way of Wakenaam, I attach a tracing of the map of the Colony showing the relative positions of Georgetown, Wakenaam, and Massaruni. The blue line on this tracing indicates the route of the steamers now running between Georgetown and Essequibo, and the red line the route between Wakenaam and Massaruni.

I have, &c.
(Signed) J. R. LONGDEN.

TRACING from Map of British Guiana, showing relative positions of Georgetown, Wakenaam, and Massaruni.

Extracts from Rules as to Visits to Convicts at Massaruni.

PRISONERS in the third class will be allowed to receive a visit of ten minutes duration at the expiration of six months in this class.

Prisoners in the second class will be allowed to receive a visit of twenty minutes duration, and both to receive and write a letter once in four months.

Prisoners in the first class will be allowed to receive a visit of half an hour, and to receive and write a letter once in three months.

(The above extract is taken from the rules as to the "Mark System" passed by Governor Sir John Scott and the Court of Policy, on the 9th April, 1872. The rules are now under re-consideration at the suggestion of the superintendent.)

J. R. L

Inclosure 1 in No. 14.

Sir,

Georgetown, Sheriff's Office, March 1, 1875.

I HAVE the honour to submit my report of a visit of inspection which I paid to the Penal Settlement on the 24th, 25th, and 26th of last month.

Passage of steamer

2. The contract steamer "Eliza," in which I left town at 7.15 A.M., did not reach the Settlement till 7.0 P.M., after dark, and then more by the help of the flood tide than of steam. I merely mention this, as her late arrival gave rise to some inconvenience in landing the nine convicts who were sent up, and in providing accommodation for the police escort in charge of them. As six to eight hours are quite sufficient to perform the passage, perhaps the contractors might be called upon to improve their service in this respect.

Number of convicts in the Settlement.

3. The number of convicts in the Settlement on the 24th February was 201, and of prisoners from the Georgetown Gaol 24; this number was increased on the arrival of the steamer by nine convicts sent up, and reduced on the 26th by the release of one convict and eight prisoners, thus leaving at date in the prison 209 convicts and 16 prisoners.

Their races and employment.

4. A return (A) which the superintendent was good enough to give me at my request, and which I append, shows the number, the native countries, and the employment of the convicts and prisoners on the 24th February. I beg leave also to submit the medical officer's report for the 26th (B), from which it appears that of the nine patients in hospital on that day, no fewer than five were suffering from what I believe are known as diseases of the respiratory organs.

Medical Report.

Farm and provision fields.

5. On the morning of the 25th, I accompanied the superintendent over the farm and provision fields. The former appears to be useful as affording the officers and their families an opportunity of purchasing fresh meat and milk which they could not otherwise obtain, while the provision fields furnish a large supply of roots and vegetables for feeding the convicts. And, as I understand, that none but men incapable of very hard labour are employed in their tillage, the system is no doubt profitable to the prison. I may be permitted to observe that the Settlement lands are by no means generally fertile, and it is only by good farming and high manuring that crops of even sweet potatoes and cassava are obtained from them. Mr. Sealy's experiments in growing plantains on land reclaimed from the forest, and in sowing rice in the trenches and water courses, which he irrigates with liquid manure, are highly successful.

Buildings, work-shops, &c.

6. My inspection of the prisons, workshops, and other buildings was very satisfactory; they appeared clean and well kept, and the men employed in the blacksmith's, tin-smith's, carpenter's, and tailor's shops were steadily at work. A party of convicts was also engaged in dressing stones for the foundation pillars of the new wooden prison, and another in building the pillars and dwarf walls; the new prison itself was being framed of wood by free carpenters, and the superintendent hoped to have the frame erected in the course of three or four weeks. The quarries were also in full work, and a large quantity of stone was waiting for shipment to Georgetown. I found the hospital clean and roomy, and the dispensary neatly kept. As his Excellency is aware the prison chapel is under the infirmary, and Mr. Sealy has recently added a chancel to it, and otherwise improved it, I cannot, however, include in these improvements the application of a room under the chancel to the purposes of a "dead house," so that the communion table stands immediately over the dissecting table; the association was not pleasant, and I do not think the chaplain liked the arrangement. I visited the store rooms and kitchens and found them all neatly arranged.

New prison.

Quarries.

Hospital.

Chapel.

Prison books and journals.

7. Before inspecting the buildings, I went over the prison books, and signed the Superintendent's and Chaplain's Journals; I regretted to find entries in the latter to which I will refer more fully further on. My short stay at the prison did not give me time to examine the mark books, as I could have wished. The awarding and recording the marks gained by the convicts are amongst the most responsible duties of an officer, and the Superintendent, if I may form an opinion from the conversation I had with him on the subject, does all he can to carry out the system fairly and efficiently, and to check the warders in awarding marks indiscriminately to the idle and the industrious.

Mark system.

Prisoners in cells.

Case of Andries.

8. When visiting the prisoners confined in cells, I met with one case deserving of early attention; it is that of convict Andries, a native of Surinam. He was sent to the Settlement under a sentence of five years' penal servitude for larceny. He escaped on the 9th July, 1874, and was recaptured on the 4th October the same year. While at large, he committed a robbery in Leguan, where he was arrested and referred by Mr. Bury, S.J.P., for trial before the Supreme Criminal Court now in session at Essequibo, and to which Court he was also referred by Mr. Acting Stipendiary Magistrate Straker, for the escape. By some oversight somewhere, no indictment in either

case has been served on Audries, though a Marshal visited the Settlement to serve subpoenas on the witnesses in the escape case, and he has, consequently, not been sent down to Suddie this Session, but still remains in separate confinement awaiting his trial. I have ventured to point out to the Superintendent that, though this convict is under reference for trial, yet his original sentence is still running, and under that he might be worked with such precautions as would prevent another escape on his part, and which appeared to me a better course than keeping him in separate confinement, as if he were an unconvicted prisoner awaiting trial. Another convict I found in cells was 294, Longford, a young man who was either nearly blind or cleverly malingering. I took an opportunity of drawing the Surgeon's special attention to him.

Case of Longford (294).

9. The important subjects of preventing communication between the convicts employed in loading the stone boats and the crews of the stone boats, and that of carrying out the probation system, both engaged the attention of the Superintendent and myself. Mr. Sealy appears to deal with the former as effectually as he can by mostly employing coolies and Chinese, in the work, who are not likely to have friends outside.

Loading boats.

10. With reference to the probation system, the Superintendent, as I understood him, does not very strictly observe the Rules, which direct that all convicts shall undergo a certain term of probation in separate confinement (see Rule 1, section xv, page 20 of Regulations, and paragraph 1 of the Mark System), "If he finds a good man in this stage of his sentence, whose services he requires, he takes him out of his cell and employs him outside on the works." It may be that the advantages supposed to be afforded to the convict by a period of seclusion in the earliest stage of his imprisonment, and which forms so important an element of penal discipline in England, are lost on the races which chiefly compose our criminal classes, yet the system has not been introduced here except after due consideration, and, I venture to submit, had best be set aside only by a formal rescinding of the rules referred to.

Probation system.

11. The dietary scale of the prison appears to be unnecessarily liberal, and the Superintendent concurs with me in thinking that it might be advantageously reconsidered.

Dietary scale.

12. Before quitting the Settlement, I saw the convicts on parade, and received the applications and complaints of those who wished to make any; these, fifteen in number.

Applications and complaints from convicts.

13. I also had an opportunity of seeing the warders and guards; the latter, eleven in number, were not drilled in any way, nor trained to the use of their arms, and they left the impression on my mind of being but an indifferent substitute for the detachment of armed police from Georgetown, which, until recently, did duty at the Settlement under a system of frequent reliefs.

Warders and guards.

14. I had no opportunity of seeing the convicts in school, but learnt from Mr. Sealy that their school instruction was reduced to an hour in the week. This, I think, is to be regretted, and the more so, as by paragraph 27 of the Mark System, the gratuity granted to a convict is forfeited if he cannot read and write on emerging from his third class. Perhaps, if the Chaplain's parochial duties prevent his more frequent attention to the school, the services of a school-master warder might be secured.

The school.

15. The Governor having desired me, during my visit to the Settlement, to inquire into a misunderstanding which had arisen between Mr. Sealy and the Acting-Assistant Superintendent, Mr. Racker—the escape of a prisoner and the loss of a cell key, I took an opportunity of seeing all the officers who could give any evidence or information in these several matters; none of them, however, had anything to add to the statements which they had made to the Superintendent, and which had been taken down in writing and submitted to his Excellency.

Inquiry into misunderstandings between Superintendent and Acting Assistant Superintendent.

After a careful perusal of these, and judging from what I saw of the officers, I can come to no other conclusion than that, with every desire to do all that he is directed, the Acting-Assistant Superintendent possesses no aptitude whatever for the office he now temporarily fills. He was aware that the head of the prison was out with twenty-four convicts till nearly 7 o'clock in the evening, and very little consideration should have told him that his duty was to have met the Superintendent on his return, and to have relieved him of his working party, and seen to their safe disposal for the night, although there was no precise rule to that effect; nor on the occasion of the escape of a convict did Mr. Racker show that alacrity which a more experienced prison officer would have done. The convict No. 278, James Trellis, appears to have escaped entirely through the negligence of sub-warders Holligan and Hubbard, and these officers have been lightly dealt with by being fined 6 dollars each. No. 278 was recaptured at Kaow Island, within the boundaries of the Settlement, twelve days after his escape. His statement is, that he

Escape of convict.

had no special motive in running away, but that, finding himself unguarded, with the open forest before him, the impulse to do so was irresistible.

Considerable blame attaches to warders Vanderheyden and Dowrich for the loss of a master cell key; though there are no printed rules to that effect, yet verbal instructions have been issued that a principal warder is on no account to hand his key to a junior officer, and that on one officer receiving keys from another he is to count them in the presence of the first. Both these rules were neglected by the two officers referred to, and, looking at the consequences which might have resulted from their carelessness, I am not prepared to recommend to the Governor any reduction in the fines imposed upon them.

The inuendo of warder Dowrich against Vanderheyden of "foul play" in losing the key, with a view to injure him, I could find no foundation for. It shows, however, the want of good feeling among the officers of the Settlement, of which I have more to say.

16. The Governor's frequent visits to the Settlement since his arrival in the Colony render it quite unnecessary for me to offer any description of the prison to his Excellency. Situated forty miles up the Essequibo River, near its junction with the Massaruni, it is completely isolated, and can only be reached by boats; the clearing in the forest which forms the prison lands cannot be much under 100 acres, but the prison, and most of the other buildings, are placed in a small area, and surrounded by a high palisade. The staff is large—larger, I think, than in any English prison with the same number of convicts. It consists of a Superintendent, an Assistant Superintendent, a Resident Surgeon, and a Resident Chaplain, with some 20 warders and 11 guards, to a convict population of 225. Nothing seems wanting to promote the discipline of the place: the muster of the convicts and officers at daybreak, the early morning service in chapel before proceeding to work, and the medical inspection, are all conducted with as much order and regularity in this remote forest prison as if it stood in the heart of an English county, but unfortunately its isolation, which is its chief terror to the convict, is not also without its depressing influence on the officers—their minds lose tone, and become, to use a familiar phrase, "hyped." Men who have served long at the Settlement have described to me the effects of the great solitude, combined with the continual strain on the mind in watching over a convict prison and dealing with a convict class. In support of this view, I need hardly refer to the resignation, in broken health, of the last Superintendent, and the late Acting Superintendent (though the latter was induced to withdraw his resignation); and even Mr. Sealy, with his special training and great strength of mind, tells me he has once or twice nearly broken down himself from anxiety.

17. From the official papers with which I was furnished before leaving town, on my visit to the Settlement, I was not unprepared for the want of cordiality which I found to exist between the Superintendent and those officers of the establishment with whom he might have been expected to have been intimately associated and to look for support, and this feeling has evidently spread among the subordinate officers. I need not add that, if not checked at once, it must be extremely prejudicial to the discipline and to the best interests of the prison. The present Superintendent is an officer of great energy and industry, and an undoubted disciplinarian, and perhaps it is not to be wondered at that men like those who form the greater part of his present staff, and entering the service for the first time, are a little impatient in submitting to the rules he has thought proper to make for their guidance in minor matters. The extracts I made from the Chaplain's Journal, and which I beg leave to append, will, I think, in some measure show the want of proper feeling on the part of the officers towards the Superintendent, to which I have already alluded.

18. Had not the Governor, by your letter of the 20th ultimo, done me the honour to say that I might accompany my Report by such remarks or suggestions as I might think proper to make, I should not have presumed to offer for his Excellency's consideration the following observations, which I do with the utmost diffidence:—

I venture to submit that the depressing influences on the officers of all grades by too long a residence at the Penal Settlement might be met by the formation of a "Prison Corps," the members of which should be liable to be changed from one prison to another, at the pleasure of the Governor; and, by judiciously arranging their terms of duty, each would soon become acquainted with the slightly different routine observed at the Settlement and the county gaols.

A great object would be to raise the tone of the prison service. Until lately, in this Colony, it was the last resource of the idle and dissolute. A better class of men appear to be now offering, and I think they should be encouraged, not only to enter, but to remain in the service; and this might be done by a little more attention to their comforts—by holding out the prospect of promotion to deserving men, and by establishing

Loss of key

The Settlement
and its isolation.

The staff.

Isolation, depressing
influence upon
officers.

Want of good-
feeling among
officers.

Reference to Chap-
lain's Journal.

Suggestions.

Formation of a
"Prison Corps."

a sick and retiring allowance fund for their benefit. At the Penal Settlement—if not at the other prisons—a small collection of well-chosen books, and two or three newspapers, would be a source of instruction and amusement to the men and their families. In previous Reports I have urgently advocated the appointment of a Director of the Prison, and more recently the same recommendation has been made by the Commission which sat in 1873-74 to consider the question of removing the Penal Settlement. Such an officer, to use the words of Colonel Du Cane, “not coming in daily contact with the officers and prisoners, but only visiting the prison magisterially at uncertain intervals, it is of course felt that he can give a fresh and impartial consideration to any question or complaint.” His functions would not supersede those of the existing visiting Inspectors, but he would have the advantage over them, that he would be *au courant* with all that was going on in the establishment, while they, making their inspections one after the other, are each totally unacquainted with what has taken place in the prison since his previous visit—it may be a period of many months. Had there been a Director of the Penal Settlement it would have been impossible for the unfortunate feeling which exists among the officers not to have been seen at once and checked immediately.

The rules in force at the Penal Settlement are those which were authorized in 1870, and they are compiled in many places word for word from the Rules for Convict Prisons in England, but I think something more in the shape of a “Manual of Duty” would be most useful to the prison officers. Captain Twyford the late Superintendent prepared such a Manual, pointing out the duty of each officer under almost any position in which he might be placed, including the proper care of keys; and at Governor Scott’s request I spent some time in looking over this little work, with a view of having it issued to the prison officers; but Sir John’s departure from the Colony prevented any further steps being taken in the matter, and I have much pleasure in submitting this revised copy to the Governor, should his Excellency not have already seen it.

I have now only to ask the Governor’s kind consideration to this very imperfect report. I had not visited the Settlement since Mr. Sealy’s appointment, and really knew nothing whatever of what had taken place upon it since that time.

I have, &c

(Signed) J. BRUMELL, *Director of Prisons.*

The Hon. W. A. G. Young,
Government Secretary

Inclosure 2 in No. 14.

Sir,

Government Secretary’s Office, April 5, 1875.

I HAVE the honour to report to your Excellency that in pursuance of your instructions I left Georgetown on Tuesday morning the 30th March at 7 o’clock, in the Colonial steamer “Essequebo,” for the purpose of paying a visit of inspection to the Penal Settlement at Massaruni.

2. The representation made to the Contractor in consequence of Mr. Brumell’s complaint of the length of time consumed in making the trip on the last occasion, and a personal interview which I subsequently had with the Agent for the Contractor, when I took occasion pointedly to call his attention to certain requirements of the contract as to the speed of vessels, have, I am glad to say, not been unproductive of good results. The “Essequebo” made the run in five hours and thirty minutes. This I am told is the quickest trip on record, and it brings the service well within the requirements of the contract. The speed required of the large steamers by the contract, viz. 10 knots an hour, should enable them on average to make the run in 6 hours; and the small steamers should make it on the average in 8 hours. I judge the principal cause of the undue time taken to make the trip heretofore is the use of bad coal. When we started from Georgetown in the “Essequebo” we were using coal which had only arrived in the Colony a few days previously. It afforded ample steam. In returning, however, after this coal had been all used, we were using some old coal that was in the bottom of the bunkers, and a perceptible difference was occasioned in the speed. The pressure of steam fell off by 6 lbs.

3. Immediately on landing I proceeded to the work of inspecting the prison, and the various buildings connected therewith. I found the interior of the prison in perfect order. The cells were clean, sweet, and wholesome. So far as the condition of things was dependent upon the regulation of the Superintendent, I could take exception to nothing.

4. The Chancel which Mr. Sealy has added to the Chapel, has not only greatly

To improve the position of prison officers.

Appointment of Director.

To provide “A Manual of Duty” for officers.

Captain Twyford’s Manual.

Leave Georgetown for Settlement.

Duration of trip.

Inspection of prison proper.

Improvement in chapel and hospital.

improved the Chapel, but the addition—by being carried up to the roof of the hospital—has admitted of a commodious dispensary being provided over the Chapel for the hospital, from which the dispenser can overlook his patients.

Cases seen in hospital.

5. There were eleven cases in the hospital, principally affections of the lungs, and low fever, which latter disease is somewhat prevalent just now, owing to the land winds recently experienced at the Settlement. I spoke to each of the patients and listened to anything they had to say. None had any complaint to make; all were evidently sensible of the kind care and attention they receive at the hands of Dr. Klein; but of those who spoke all told the same old story—that they would never get better unless the Governor would release them. One poor fellow who was most urgent for release was in the last stage of consumption. His long release was evidently not far distant. To have removed him from medical control would have been but to hasten his death. On the floor above I found three patients from outside: one a case of fracture, from a wood-cutting establishment; one of fever; and one, a young Indian boy who was dreadfully burnt owing to falling into a large kettle of boiling soup. There was also a prisoner patient in a darkened room, who had become suddenly blind. He professed to see objects moving before him, but not to be able to distinguish their shape. He was a fine, strong-looking black-man, in splendid condition, and apparently in robust health. Dr. Klein says the case is an undoubted one of malingering. The man had no complaint to make.

Kitchen.

6. In my last Report I think I remarked upon the inconvenient arrangement of the kitchen. I again noticed this upon the present occasion, and I took advantage of the presence of the foreman of works engaged in putting up the new prison building to ask him to give his assistance to Mr. Sealy, so that some design for improvement might be prepared for consideration.

Store room.

7. The store-room I found upon this occasion in very creditable order. Mr. Sealy informed me that, since Mr. Craig had been admonished and had been allowed to return to his duty, his conduct had been excellent. He spoke of him as a really valuable officer, and he attributed the trouble into which the man had got about the time I last visited the Settlement as principally arising from the distress of mind occasioned by the sickness and death of his wife. As I had had occasion to find fault with the condition of the stores and store-room before, it was very pleasing to me to be able on this occasion to commend.

Workshops.

8. I found eleven men employed as shoemakers and tailors, and nine as blacksmiths and tinsmiths. All appeared to me to be working well, and working cheerfully; or perhaps I should express myself more accurately were I to say with an absence of that listlessness which is so indicative of the performance of compulsory tasks.

Prisoners on probation.

9. In the interior of the prison I found that there were seven prisoners in the probationary class. Three were at work on the crank as I came to their cells. I may be singular in my views concerning this species of punishment, but those views are formed after an experience of many years of negro and Indian character. I not only consider such a punishment a grievous misapplication of power—indeed, a waste of power—in a Colony where labour of every description is insufficient to supply its wants, but I believe such a punishment to be antagonistic to reformation. Entirely the converse of this may obtain in England. There the punishment may be a good punishment in itself. I am only here considering it in connection with those with whom we have in this Colony principally to deal. A punishment which, from its very monotony, may be terrible to a white man, who from natural activity of brain feels the strain that monotony engenders, has no such effect on a negro. The more mechanical the required action, the more consonant is it to the brain of an ordinary negro, and his muscular development soon becomes accustomed to the unchanging motion. From my own observation, I have no faith in the application of either shot drill or the crank as a means of punishment to a negro, and I believe these observations are applicable, although possibly in a less degree, to the Indian and Chinese criminals that are to be found in our gaols. To advert particularly to Massaruni, I believe that the work that there can be provided in the stone quarry is a substantial punishment, as well as real hard work. By such work the brain is stimulated to exertion, and by such means the way may be prepared for moral reformation. I cannot think that by shutting a negro up for three months grinding air, any other effect can be produced than to still further deaden his moral sensibilities, and to still further develop his animal tendencies. In making these observations I may be travelling out of the record, but I trust your Excellency will forgive me; my only desire, whether I am right or wrong, is to call attention to the subject, that wiser and more experienced heads than mine may determine whether the system is sound or otherwise, and whether, to a negro, more mischief may not be done during the three months of solitary confinement in a cell, pursuing an unvarying occupation, than can be counterbalanced by years of after training.

10. I found five prisoners in solitary confinement upon bread-and-water, for offences against prison discipline. I spoke to each one, and heard all they had to say. I could find no cause for interference except in one case, in which Mr. Sealy spoke of the prisoner as an excellent working hand, and generally as a well-conducted man, but over fond of quarrelling. His present offence was insolence to the warder and refusal to work. As the man struck me as one upon whom an impression might be made by the exercise of leniency, and as he had only three more days to serve, I recommended Mr. Sealy to remit the remaining portion of his punishment. I pointed out to the man that I did so upon the strength of the good character which he had heard Mr. Sealy give of him; and I asked him why he did not help Mr. Sealy in the pleasing duty of recommending him for that remission of a portion of his sentence which good conduct would insure. I advised him to keep a guard over his tongue and over his temper for the future; and I told him that I hoped the next time I came across his name it might be in association with those who were recommended for tickets for leave, for it was clear to me that it rested only with himself. From the man's manner I do not think that these few words were thrown away. He was sent to work the next morning. In addition to these men undergoing punishment, I found one man awaiting trial for escape. Through some misapprehension it appears that this man was not sent up for trial at the last assizes held in Essequibo, and the man has been held as an untried prisoner since October last. I pointed out to Mr. Sealy that the man's original sentence of penal servitude was still in full force, and keeping him locked up in a cell doing nothing was not fulfilling his sentence, which was not extinguished by his subsequent offence; and I authorized Mr. Sealy to re-employ the man on penal labour. For the offence of escape he can be tried at the next Essequibo assizes. The man's name is Andries, No. 176. He escaped on the 9th January, 1874, and he was not recaptured until October, 1874.

Prisoners in solitary confinement.

11. Great progress has been made in the additional prison building. The sills and the whole of the floor joists are laid. The studs of one side are up, and of about one-half of the opposite side, and a portion of the cell studs are in position. The piers upon which the sills rest are built of solid masonry. About 5,000 blocks of stone, varying in size from about 18 inches by 12 inches to 12 inches by 6 inches, all quarried and dressed by the prisoners, have been used in their construction, and the work appeared to me to be excellent. A gang of about twelve men were employed dressing stone required for steps, &c. I watched these men. They were working well, and there seemed to be a certain amount of emulation amongst them that it is rare to see under such circumstances; men watching their neighbours' work from time to time, to see whether the progress made is equal to their own.

State of additional building now in course of erection.

12. About sixty men were employed in the usual operations in the quarry. I think that this quarry is in itself one of the most valuable means of punishment that could be devised. There is nothing degrading or demoralizing in the work. It is undoubtedly hard work of a telling description, and it is work that cannot be scamped by the indolent, and while providing penal labour that really is labour, it moreover affords supplies of stone to the Colony that could scarcely otherwise be obtained.

Gang in quarry.

13. I expended the remainder of the day until it became dark in inspecting the "farm" and the provision grounds. The farm was much as it was when I last saw it, but Mr. Sealy has managed very greatly to extend the area of the provision grounds. By such means the cost of the keep of the prisoners can be considerably lessened. Mr. Sealy's attempts at growing rice have resulted in perfect success. I gathered some ears of rice, that for weight and size would, I believe, compare favourably with rice grown in some of the best rice-growing countries. I have been in some of those countries, but I have not seen better specimens of rice than those I obtained at the Settlement.

Inspection of farm and provision grounds.

14. At half-past 6 the next morning I again visited the prison, and I inspected all the prisoners at parade after they came out of the chapel from morning prayers. They were informed that if any of them had any complaint to make, or wished to say anything to me, that I would be ready to hear them. Only three men fell out from the ranks, which numbered over 200 prisoners. I patiently listened to what they had to say, and found that they had no real grievance. Two out of the three complained of having been punished unjustly by Mr. Sealy, inasmuch as they had not committed the offence for which he had punished them, and they complained that he believed the warders and would not believe them. I carefully examined their statements and succeeded in obtaining from them, after much prevarication, an admission of having done precisely that which they at first so positively asserted they had not done. The third man complained of being set to work whilst he had disease of the heart so bad that it was killing him, and that although he had complained to the doctor, the doctor would take no notice of

Inspection of men at morning parade.

him except to tell him that he had no disease of the heart. He further stated that he had complained to the chaplain, that the chaplain had examined him and had said that he had disease of the heart. I told the man that if the doctor had pronounced his heart to be sound, I had but little doubt that the doctor was right; and that he must be a better judge than the chaplain; but that I would myself speak to the doctor on the subject. I, however, reminded the man of what possibly he had forgotten, that upon the occasion of my last visit he had then also complained to me about the doctor not believing in his maladies; but then he represented himself to be suffering from failing eyesight and cataract. I subsequently spoke to the doctor, who informed me that the man occasionally suffered from slight palpitation, but that he had no disease of the heart. He is an old offender, and I was informed that when he returned to the penal settlement upon a fresh conviction after a short interval of liberty, he told one of the warders that he would take very good care no work was got out of him this time.

Inspection of
journals.

15. After disposing of these cases, I visited the Office, and examined the Superintendent's Journal. I also sent for the Chaplain's Journal. Mr. Sealy had, upon the preceding day, mentioned incidentally to me that the Chaplain's actions of late had led him to believe that the Chaplain considered himself absolved from all compliance with the regulations of the Settlement. He alluded to one instance, in particular, of the Chaplain interfering with the sentry in respect of the landing of a man and a box from a private boat without any authority from the Superintendent, and without his knowledge. In the hope that the misunderstanding arose through misconception on the chaplain's part of the regulations governing the Settlement, and from a want of the appreciation of the heavy responsibility devolving upon the Superintendent, I took advantage of passing the Chaplain's house to call in and pay him a friendly visit, to smooth the way to an official interview which I purposed to have with him on the following day, and at which I trusted I might be able to adjust matters, as I managed to do on a previous occasion when there was a somewhat similar misunderstanding between Mr. Sealy and the doctor. But when I read in the Chaplain's Journal a letter addressed by him to Mr. Sealy, under date of the 27th February, I viewed the matter as of far too serious a nature to be settled by mere advice and instruction. I append the letter in question. I also append a letter dated the 13th March, addressed by Mr. Campbell to Mr. Sealy. A perusal of these two letters does, I think, lead to the conclusion that Mr. Campbell's disposition and temperament are not such as an officer in the position of a Prison Chaplain should possess, and that it would be very desirable if he were employed in some other work to which he may be more suited. It is, I think, scarcely necessary to comment upon these letters here, for there can, I consider, be no doubt that it is not the duty of the Chaplain to "criticise, comment, and condemn" the "official conduct" and "demeanour" of the Superintendent or any other officer of the prison. The Chaplain is not the proper person to "censure" the Executive Head of a Department, nor is he competent to dispute the authority of the Executive Head in carrying out the regulations of the establishment. One paper I append refers to the landing before alluded to of the box and seaman from a sloop without any pass from the Superintendent, but under the direction of the chaplain. The regulations require that no person and no articles shall be landed without authority from the Superintendent. The necessity of such a regulation is obvious. Responsibility in a matter of this sort cannot be divided. I am not aware of any instance in which the Superintendent has vexatiously exercised this requirement of his office; that, however, is not the point. The contention evidently is that in respect of the Chaplain the Superintendent has no power to exercise it at all. It will be noticed that the defence of the sentry, who permitted the irregularity referred to, is that the chaplain "says he will not take any notice of the sentry stopping anything landing for him." I should have gone carefully into all these matters, but, after reading the papers I annex, I came to the conclusion that the more desirable course would be to submit those papers to your Excellency, for I think they contain intrinsic evidence that Mr. Campbell has remained sufficiently long at the Settlement, and that it would be hopeless to remove from his mind his erroneous notions as to his position, and as to the duties of his office. His duties, as defined by the regulations, are to visit the sick and the convicts in solitary confinement, and to afford religious instruction to the convicts generally, and he is to enter in his journal the date of every visit made by him to the convicts, with such observations as he may think necessary. I think that this statement of his duties hardly warrants the conception of them that he has formed, as expressed in his letter of the 27th February. If he discovered any case of injustice or oppression on the part of the Superintendent, it would undoubtedly be his duty to bring that case to light, and if not directly reporting it to the Government, to bring it prominently before the visiting Commissioner. I am not aware of any

such case having been so reported or so brought to notice, and I entertain the conviction that no such case exists. I have heard of none heretofore, and the fact that I was present at the men's parade, and ready to investigate complaints, and that out of over 200 prisoners, only three came forward to complain, whose complaints proved to be trumpery, does, I think, go very far to show that the oppressive character Mr. Campbell imputes to Mr. Sealy is a delusion of his mind, possibly induced by the isolation of the Settlement. By such delusions, however, much mischief may be wrought, and the possibility of discipline being subverted and strife engendered is too serious to be lightly treated. It is indispensable that the strictest discipline must prevail at the Settlement. When it is considered that, during the best part of the day, over 200 men are scattered about, who, from the very nature of the tasks allotted to them, are all more or less armed with deadly weapons, such as axes, crowbars, jumpers, drills, hammers, &c., and that these men are guarded by comparatively a handful of prison officers, it is no light responsibility that rests on the shoulders of the Superintendent; and satisfied, as I think every impartial judge must be, of the perfect competence of Mr. Sealy to fill the very onerous post entrusted to him, satisfied that no case of oppression or injustice can be established against him, but that he fearlessly and faithfully fulfils his duty to the best of his ability, and that in his every act he is sensitively alive to a conscientious discharge of his trust, I cannot but consider that Mr. Sealy should be firmly supported in his difficult position by the Executive Government, and that he should be relieved from the embarrassment of having associated with him an officer so obviously unsuited to the position he holds as Mr. Campbell.

I have, &c.

(Signed) WILLIAM A. G. YOUNG.

His Excellency the Governor,
&c. &c. &c.

Inclosure 3 in No. 14.

Report of the Superintendent of Her Majesty's Penal Settlement, Massaruni, for the Year 1874.

*Her Majesty's Penal Settlement, Massaruni,
February 27, 1875.*

Sir,

I HAVE the honour to transmit my Report and statistical Return, which are annually required from the Superintendent of this prison.

The Circular of the 28th December, 1874, directs that this report be forwarded to the Government Secretary's office not later than the 15th January; but owing to bills and accounts not having been sent in against this Department, and partly from other causes, I have not been able to comply with this requirement.

I have, &c.

(Signed) T. SEALY,

Superintendent of Her Majesty's Penal Settlement.

The Hon. the Government Secretary,
&c. &c. &c.

REPORT.

Discipline of Officers.

The conduct of the officers has been satisfactory on the whole, and they have, with some exceptions, manifested a desire to perform their duties with more zeal and vigilance.

During the year ending 31st December, 1874, many changes have taken place in the staff of officers, and which were as follow:—

The Assistant Superintendent, Mr. Straker, was removed to fill a more important post as Acting Stipendiary Magistrate in the Essequibo District, and left the Penal

Settlement on the 21st June to take up his duties at the Grove. His place was filled on the 23rd June by Mr. Backer who continues to act.

The Medical Officer, Dr. Pollard, was transferred to the Colonial Hospital for temporary duty, and left the Settlement for Georgetown on the 3rd August. Dr. Klien was appointed to act as Medical Officer in the room of Dr. Pollard, and arrived on the 28th July, and assumed medical charge on the 29th.

Mr. Scott, Chief Warder, resigned on the 8th June, and was succeeded by Mr. Baillie on six months' probation, who, however, failed to give satisfaction in the performance of the duties of that office, and resigned on the 31st December. Principal Warder Blackman fills the office of Chief Warder.

During the year six warders were dismissed, six resigned, and one was superannuated.

Ninety reports in all were made against warders for neglect of duty and other misconduct; 69 were fined in amounts varying from 24 cents to 5 dollars; the other 29 cases were admonished or met by reprimands.

The casualties among the warders were the same as in the previous year, which may appear large; but when the locality of the establishment with all its local disadvantages is considered, it can scarcely be wondered at, especially when it is remembered that the personal hardships and inconveniences are so numerous, and which may be enumerated as follows: isolation, want of personal comforts, unfurnished quarters, no system of uniform clothing, exposure to a variable climate of excessive heat and heavy rains, with no other protection than a suit of serge provided at their own expense. I would suggest as a remedy for this state of things, that they should be provided with uniforms at the expense of the Colony, and with more commodious quarters, both for the married and single warders. I had the honour to call attention to these requirements in my Report of 1873, and I believe that steps are being taken for the supply of clothing and additional quarters.

The general health of the officers has been good, as will be seen by the Medical Officer's Report. The supply of fresh meat and vegetables, the produce of the farm and garden, which they are allowed to purchase, tends in a great measure to keep them in fair health.

Discipline Staff.

One chief warder, 3 principal warders, 1 dispenser warder, 17 warders, 9 assistant warders.

Included in the above are 1 principal warder, and 9 assistant warders, who were appointed on the 1st December, 1874, to relieve and do that duty which up to that date had been performed by the police force, consisting of 1 sergeant, 1 corporal, and 10 constables.

Prisoners.

Number of convicts in custody 1st January, 1873	..	..	..	162	
„ local prisoners	..	..	..	1	163
Convicts received during the year	..	..	..	61	
Georgetown Gaol prisoners received during the year	..	..	..	40	
Local prisoners	..	..	..	40	141
Total	..	..	..	..	304
Convicts discharged on ticket of leave during the year	..	..	..	17	
„ died during the year	..	..	..	3	
„ removed to lunatic asylum during the year	..	..	..	1	
Georgetown Gaol prisoners discharged	..	..	..	12	
„ removed to leper asylum during the year	..	..	..	1	
„ „ lunatic asylum	..	..	..	1	
„ died	..	..	..	1	
Total	..	..	..	..	36
Number on Office records 31st December, 1874—					
Convicts	..	..	..	..	202
Georgetown prisoners	..	..	..	..	25
Local prisoners	..	..	..	..	1
Total	..	..	..	..	228
Daily average during the year 1874	..	..	..	..	212½

General Rules and Regulations.

The rules laid down for the management of this prison are those for the government of convict prisons in British Guiana, 1870, and which have been to the best of my knowledge and belief adhered to, with some exceptions, which exceptions have been duly reported, in one instance it was asserted in official correspondence that the present rules were a "dead letter." This leads me again to press for new rules and regulations to suit the present discipline, and for the better government of the prison. I have already called attention to the pressing necessity for rules and regulations for the guidance of all officers, each of whom should be supplied with a copy, in order that he may become acquainted with his duties. There are only three or four copies of the present Rules extant. The want of Rules is much felt.

Economy and Expenditure.

The expenditure of the Department has been carefully controlled, and kept under by a very efficient system of check, by which I believe that waste and extravagance have been almost reduced to a minimum if not entirely prevented, and every arrangement made which tends to reduce the expenditure of the prison.

The amount of expenditure of the prison has been obtained from the Steward's books; wherein the accounts of the Department are recorded, and which expenditure amounts to the sum of 17,397 doll. 31 c. (exclusive of prison produce), and was expended under the following heads:—

									Dols.	c.
Provisions .. .. .	..	..	..	..	..	..	..	..	8,932	91
Tools and appliances ..	..	..	..	..	..	..	..	..	1,610	58
Clothing .. .. .	..	..	..	..	..	..	..	..	1,299	99
Hospital .. .. .	..	..	..	..	..	..	..	..	989	13
Contingencies .. ..	..	..	..	..	..	..	..	..	1,077	60
Farm and cattle .. ..	..	..	..	..	..	..	..	..	3,133	90
Gratuities to discharged convicts	..	..	..	..	..	..	..	..	353	20
Total .. .. .	..	..	..	..	..	..	..	..	17,397	31

Out of which amount, however, the sum of 3,561 doll. 48 c. has been returned into the Treasury, it having been realized by the sale of provisions to the officers and police, &c., by stoppages from their monthly pay. By the above transaction the Government realizes a net profit of 12 per cent. upon all stores supplied by contract and retailed to the officers. I have up to the present time been unable to ascertain by what authority, and for what reason, 12 per cent. is imposed upon the staff of this prison for stores supplied by contract. The local disadvantages by which this prison is surrounded are enough to bear, and which press heavily on all, without having to pay into the Government Treasury 12 per cent. upon stores. I may note here that in our English convict prisons, officers were allowed to obtain rations at contract price, and which the contractor was compelled to supply. I greatly fear that the condition of our prison officers will not be much improved until this tax is abolished; and I strongly press this matter upon the prison authorities.

The total cost of the establishment during the year 1874, exclusive of salaries, was 17,397 doll. 31 c. Deduct for provisions supplied by contract, and sold to officers, 3,561 doll. 48 c., balance 13,835 doll. 83 c. As a set off against this, the prisoners' earnings amounted to (see Table) 14,843 doll. 76 c.

State of the Prison and Buildings.

The whole of the buildings are in fair order; the alterations and repairs for the improvement of the cells, so as to admit more air and light; and for the better security of the prisoners, have been executed by convict labour, and with due regard to economy; all of which were completed at the latter end of March, since which my attention has been fully occupied in the general improvement in minor repairs, lime-washing, painting, &c.; among the improvements may be mentioned the removal of the infirmary water-closet nuisance, which was so conspicuous in the prison-yard. An increase in the accommodation for prisoners in hospital and chapel, by the contemplated addition of 100 prisoners, has not been lost sight of; and the new works carried out during the past year to meet the requirements, have been the construction of a chancel at the west end of the chapel, by which an additional seating accommodation for about 80 men has been secured. Under the chancel a dead-house has been constructed, the want of which has been long felt. Above the chancel, and on a level with the infirmary ward, a new dis-

pensary has been fitted up, and so constructed to enable the dispenser while employed in the dispensary to have full command of the patients in the ward. The site of the new prison, which is entirely of made ground, was completed in November, and the mason work well advanced.

I imagine that the site for the new prison is peculiarly well suited for its purpose, notwithstanding a large amount of convict labour has been given to it. New entrance stairs were placed at the Commissioner's house, the former entrance having been demolished in 1873.

The subordinate officers' quarters have received my attention in repairing and cleansing. Orders have been already issued for an addition of eight new cottages for the increased staff of warders; the cottages on the "Hill" are capable of being enlarged by an addition of a gallery 8 feet wide; as they are at present, they are ill-adapted for a family, there being only one room for each married officer, and the condition of those who have children, is rendered indecent and immoral.

In connection with the new prison it may be stated, that two sets of sawyers (convicts), have been employed for the last two months in cutting up green-heart logs for the flooring. Before dismissing this subject I would observe, that the wood material which has been used in the work above enumerated, as well as for coffins for prisoners and free people who have died in the prison infirmary, has been obtained as follows:—the logs of green-heart, wallaba, and crab-wood are brought to the Settlement by people living about the river, which logs are sawn up by convict labour into boards, which boards are then equally divided; by this transaction the Department is spared the expense of purchasing wood for such work. The boats (5) belonging to this establishment have been placed in thorough repair during the past year.

The Government punt "Mundy" was hauled up, and underwent thorough repair by convict labour, the hard wood necessary for the work being cut, sawn, and dressed, by the prisoners.

The prison known as "B Hall," and the quarters called the "Guard Range," are in a fair state of repair, but show signs of decay, and in course of time will require to be replaced by new roofs. The Chaplain's house also requires to be placed in repair and fresh paper hangings.

A guard-room, reception-room, and orderly's officer's room, or gate-keeper's lodge at the entrance gate, which building was commenced in 1873, was completed in April last.

Escapes and Attempts.

One escape took place in January, under the following circumstances:—Three convicts, while patients in the Prison Infirmary, combined to effect their escape through the hospital water-closet, and succeeded in doing so, notwithstanding every precaution had been taken to prevent the attempt. The guard (police) on duty had received instructions the previous evening not to permit more than one convict into the water-closet at a time; he was again warned when posted at midnight; and again at 1.15 when visited. Notwithstanding this, police guard knowingly and willingly permitted three prisoners to enter the closet; and in a few minutes all three were at large in the prison-yard, they having removed the jalousie, and let themselves down; one, however, was seen by the sentry making for the fence, who at once raised the alarm, and seized 167; the other two made off to the bush, one of whom was recaptured at 5 P.M. same day; the third, 176, was at large nine months, and was brought back in October, and is now awaiting trial.

For this flagrant breach of prison discipline, the police guard escaped punishment. No. 24, while in the separate cells as an incorrigible, and in hand-cuffs, succeeded in breaking out of his cell. This prisoner had systematically reduced himself by refusing food till he was enabled to force his body through the ventilator of his cell, and by means of his blanket he lowered himself into the yard; he was, however, seen by the sentry, and secured.

It is necessary to state that the prison rules are silent, and most defective on the subject of dealing with prisoners who attempt their escape from custody.

The present system of putting the Colony to the expense of a trial from an escape from prison can be obviated by the administration of a more deterrent punishment immediately on recapture, and the use of leg irons with a loss of marks equal to an additional sentence passed by a Court. I venture to submit that in England such a mode of dealing with prisoners who attempt to escape is seldom or never had recourse to, especially where escapes are numerous, and are rendered easy by facilities given through defective buildings, or the nature of the work upon which the convicts are employed.

Suicides.

No cases of suicides have occurred during the year.

Insanity.

Two prisoners have been removed from this prison to Georgetown Gaol for Medical observation with a view to their removal to the Lunatic Asylum; one of whom, however, has been discharged from prison, upon what grounds I have not been informed. It may be stated that the same man was removed from this prison in 1871 as insane, returned in 1873 certified as cured of insanity, but with loss of speech and hearing, and was again removed to Georgetown as insane in 1874, and finally liberated.

Dietary.

The present Dietary scale is as follows per week :—

			Lbs.	ozs.				Lbs.	ozs.
Bread	..	..	7	10	Fish	..	..	0	12
Cocoa	..	..	0	3½	Rice	..	..	0	12
			Pts.	gill.	Potatoes	..	..	2	0
Molasses	..	..	2	1	Plantains	..	..	5	0
			Lbs.	ozs.	Barley	..	..	0	4
Beef, salt	..	..	0	7	Peas	..	..	0	0½
„ fresh	..	..	0	7	Onions	..	..	0	2½
Pork, salt	..	..	0	1	Cornmeal	..	..	1	12

Reduced scale for Idlers, Malingerers, and men at “Light Labour,” two thirds of the foregoing. Hospital diet scale both for free people and prisoners is as follows. (Per day) :—

Full.	Half.	Milk.	Spoon.
Lbs. oz.	Lb. ozs.	Ozs.	Ozs.
Vegetables 1 0	0 12	Biscuit .. 8	Bread .. 8
Meat 0 6	0 4	Sugar .. 4	Cocoa .. ½
Soup {Flour ½ oz., or peas or barley 1 oz., onion ½ oz.}	(as full diet) 1 pint	Milk, 3 pints	Sugar .. 3
Bread 0 6	0 6		Sago .. 3
Sugar 0 3	0 2		
Cocoa 0 0½	0 ½		

Extras such as brandy, wine, &c., given as ordered in writing by the Surgeon in each case.

The introduction of a reduced scale of diet for idlers, malingerers and prisoners at light labour has been attended with good results. This class of prisoners as a body show a spirit of willingness and more cheerful obedience, and the industry of the working parties is remarkable; and the fact that they exert themselves at their various occupations is manifested by the circumstance that only about fifteen of the whole number are on the reduced rations.

The reduced scale of infirmary diet has in some measure tended to decrease the number in hospital; this decrease is strongly marked during the last few months in the year.

Employment of Prisoners.

The employment of convicts while under sentence of penal servitude is an important question everywhere, and it lacks none of its importance in this prison, I have therefore during the past year assiduously endeavoured to raise the standard of industry among the convicts; not for the value of its results to the establishment, but in order to teach the prisoners habits of industry (which in the past history of the Settlement has been allowed to fall into a lax system), and encourage them to exert themselves in good resolutions for future conduct on emerging once more from prison; to this end the prisoners have been employed continually during the year in works for the general improvement of the prison buildings, officers' quarters, and prison grounds, and in the main have been as follows :—Quarrying granite, breaking metal, squaring “pitchers,” stone dressing for the Colonial Civil Engineer's Department, also sawing timber for new prison, rubble stone for Georgetown Gaol and Town Council, cutting wood for charcoal and kitchen use, making and repairing roads, making foundation for new prison, reclaiming six acres of land from the bush for plantains, cultivation of vegetables for prison use and for sale, shoemaking, tailoring, blacksmiths, tinsmiths' work, the whole of the repairs,

additions and alterations of the prison and officers' quarters, keeping the land and huts at Kaow Island Leper Asylum in order and repair, also the washing for that establishment has been done by convict labour; such were the works upon which the prisoners have been engaged. In addition to the above detail an average of eighteen prisoners have been employed as cooks, bakers, cleaners, boatman, hospital orderlies, and yardmen.

The extent to which the works have progressed during the past year may be gathered from the following: deliveries to the Colonial Civil Engineer Department according to the weight taken on delivery by the Engineer's Department in Georgetown; 7,024½ tons blue granite (whole); 279¼ tons of rubble; 247½ tons of broken metal; 6,668 dressed pitchers, about 65 tons. Total weight of stone 7,616 to Government works. Delivered to Georgetown Goal 729½ tons. Delivered to Captain Matthews for Town Council 659¼ tons, for which cash was received; therefore the total number of tons quarried during the last 12 months have been 9,004¾, besides metal stone and stone for building in and about the prison. This compares favourably with previous years. If I am right in the inference I draw from the above result, then the present system of prison discipline is in a great measure fulfilling the object for which it exists, and I trust that I may congratulate myself (without being regarded as an egotist) upon having attained the above results in so short a time, and in the face of numerous difficulties and disadvantages.

Distribution of Time for Labour and Meals.

First bell for officers	..	..	..	..	..	5.0	A.M.
Prisoners rise	..	..	..	..	..	5.15	"
Unlock and breakfast	..	..	..	..	..	5.25	"
Officers to breakfast	..	..	..	..	..	5.45	"
Officers recall	..	..	..	..	..	6.15	"
Prisoners march to chapel	..	..	..	..	..	6.20	"
Prisoners turn out to labour	..	..	..	..	..	6.50	"
Cease work for dinner	..	..	..	..	..	11.40	"
Turn out for labour	..	..	..	..	..	1.0	P.M.
Cease work for the day	..	..	..	..	..	5.0	"
Bathe, supper, and lock-up	..	..	..	..	..	5 to 6	"

Abstract.

						Hours min.
Hours appropriated to labour, including muster and going and returning from work	..	..	..	..	..	8 40
Hours appropriated to meals	..	..	..	..	..	2 0
Prayers	..	..	..	..	..	0 20
Other occupation	..	..	..	..	..	1 45
Total	..	..	..	..	..	12 45

The following Returns will show the kind of work performed, and Summary of earnings of the various Trades or Parties as laid down for this prison:—

FORM (A).

ANNUAL RETURN of Labour and Summary of Earnings for the Year 1875.

No. of Party.	Description of Work.	No. of Days.	No. of Men.	Average per Man per Day.	Amount.	Remarks.
				s. d.	£ s. d.	
1	Quarrying granite, rubble, and breaking metal ..	311	17,779	1 0	888 19 0	
2	Cutting wood for charcoal and kitchen use, clearing land, &c., new building and Kaow Island ..	311	5,112	1 0	255 12 0	
3	Carpenters, sawyers, and cooper, general repair of prison and tools, officers' quarters, &c. ..	311	3,795	2 0	379 10 0	
4	Keeping clean inside prison yards, &c. ..	311	6,023	1 0	301 3 0	
5	Boatmen, and washing for prison and Kaow Island.	311	1,838	1 0	91 18 0	
6	Making and repairing drills, and iron and tin work.	311	1,863	2 0	186 6 0	
7	Mason work, whitewashing, stone dressing, &c. ..	311	2,994	2 0	299 8 0	
8	General scavengers, and cleaning roads..	311	772	1 0	38 12 0	
9	Cooking for prison, baking for prison and Kaow Island ..	311	2,442	{ 2 0 } { 1 0 }	137 13 0	Baker, 2s.
10	Making and repairing clothes and boots for prison and Kaow Island ..	311	2,206	1 0	110 6 0	
11	Keeping infirmary in order and attending the sick.	311	631	1 0	31 11 0	
12	Draining, planting, and general cultivation of provisions, &c. ..	311	7,431	1 0	371 11 0	
			52,886		3,092 9 0	

The Statement marked (B) is an Estimate of the market value of the labour performed by the convicts, and the calculation has been based on the ordinary rates of wages given to workmen by masters in this Colony, and the market value of stone.

FORM (B).

ESTIMATE of the Value of Labour performed by Convicts, &c., during the Year 1874.

MARKET VALUE OF LABOUR.

No. of Party.	Description of Work.	No. of Days.	No. of Men.	Average per Man per Day.	Amount.
				s. d.	£ s. d.
1	Quarrymen	311	17,779	3 0	2,066 17 0
2	Woodcutters	311	5,112	2 6	639 0 0
3	Carpenters, sawyers, &c.	311	3,795	3 4	632 10 0
4	Labourers	311	6,023	1 8	501 18 4
5	Boatmen and washers	311	1,838	1 8	153 3 4
6	Blacksmiths, &c.	311	1,863	3 0	279 9 0
7	Masons, &c.	311	2,994	3 4	499 0 0
8	Scavengers, &c.	311	772	2 0	77 4 0
9	Bakers, &c.	311	2,442	1 8	203 10 0
10	Tailors, &c.	311	2,206	2 6	275 15 0
11	Infirmary	311	631	1 8	52 11 8
12	Farm	311	7,431	1 8	619 5 0
			52,886		6,600 3 4

MARKET VALUE OF STONE.

	Tons.	Value.
Supplied to Colonial Civil Engineer Department—		£ s. d.
Blue granite, whole	7,024 $\frac{1}{4}$ at 5s. per ton ..	1,756 1 3
„ rubble	279 $\frac{1}{4}$ at 5s. per ton ..	69 16 3
„ broken	247 $\frac{1}{2}$ at 8s. 4d. per ton ..	103 2 6
Pitchers, 6,668 (weight, 65 tons)	at 6d. each ..	166 14 0
Supplied to Georgetown Gaol—		
Blue granite, rubble	729 $\frac{1}{2}$ at 5s. per ton ..	182 7 6
Supplied for cash to Captain A. E. Mathews for the Town Council—		
Blue granite, rubble	659 $\frac{1}{4}$ at 5s. per ton ..	164 16 3
7,303 $\frac{1}{2}$ tons of stone, supplied to Colonial Civil Engineer, at 5s. ..	8,939 $\frac{3}{4}$	2,442 17 9
247 $\frac{1}{2}$ tons broken stone, ditto, at 8s. 4d.	65 pitchers	
7,551	9,004 $\frac{3}{4}$	
729 $\frac{1}{2}$ tons rubble, supplied to gaol, at 5s.		
659 $\frac{1}{4}$ ditto, ditto, Captain Mathews for Town Council, at 5s.		
65 tons weight of 6,668 pitchers.		
9,004 $\frac{3}{4}$		

The Statement (C) will show the distribution of the parties on public works, men in hospital, in probation, and under punishment throughout the year.

Form (C).

EMPLOYMENT of Prisoners for the Year 1874.

Date.	Quarry.		Provision Ground.	Blacksmiths and Fitters.	Masons and Stone-cutters.	Carpenters and Sawyers.	Coopers.	Tailors.	Shoemakers.	Washers.	Boatmen.	Wood-cutters.	Coal-burners.	Farm-men.	Scavengers.	Cooks and Bakers.	Storemen.	Cleaners.	Weeders.	Kaow Island.	New Building.	Jobbing.	Tinkers.	Road Making.	Men in Bush in Search of Cattle.	Unemployed.	In Probation.	Hospital Nurses.	In Hospital.	Sick in Cells.	Solitary Confinement.	Crank.	Penal Class.	Awaiting Trial.	
	Hard Labour.	Light Labour.																																	
1874	890	11	314	92	194	246	11	45	67	81	112	50	1	81	54	102	54	139	178	150	..	..	..	..	..	2	445	54	572	91	68	..	165	27	4,356
January	..	..	288	72	190	231	..	80	76	71	94	158	1	72	48	142	48	131	228	71	..	..	..	..	..	..	257	54	342	5	68	..	176	39	3,964
February	1,020	18	291	94	181	301	..	103	73	78	104	174	1	78	52	167	29	128	265	113	..	..	..	..	..	..	256	52	409	24	93	..	93	37	4,355
March	1,120	19	291	94	181	301	..	103	73	78	104	174	1	78	52	167	29	128	265	113	..	..	..	..	..	..	256	52	409	24	93	..	93	37	4,355
April	1,030	14	380	94	164	255	..	90	76	78	90	106	1	75	50	174	26	113	147	153	..	..	..	..	..	..	309	50	411	70	141	..	40	9	4,145
May	930	12	589	117	277	285	..	94	99	78	90	106	1	77	52	170	52	219	68	134	..	..	..	..	..	..	264	52	530	42	133	..	5	26	4,507
June	880	15	627	133	218	340	..	111	98	72	104	93	1	76	47	170	52	226	40	13	..	..	..	..	..	..	289	51	647	28	106	..	28	17	4,502
July	800	12	615	171	215	325	..	104	81	75	98	173	1	76	54	186	54	170	64	17	..	..	..	..	..	..	213	62	937	50	67	..	25	12	4,686
August	1,010	43	668	156	305	338	..	115	74	54	51	213	1	78	52	162	51	204	90	17	..	..	..	..	..	..	151	54	499	10	109	..	92	10	4,666
September	1,117	18	651	139	280	282	..	104	86	52	61	218	1	77	52	156	42	263	58	22	..	..	..	..	..	..	234	52	523	14	60	..	71	21	4,731
October	1,215	24	696	159	332	372	..	105	80	54	81	209	1	81	53	162	27	272	14	8	..	..	..	..	..	..	211	54	534	32	75	..	56	33	5,031
November	1,177	82	666	174	329	402	..	132	66	50	79	171	1	75	50	150	25	250	..	9	..	..	..	..	..	..	50	50	436	28	64	..	25	38	4,667
December	1,250	89	722	195	309	407	..	163	78	59	72	236	1	78	52	155	26	255	..	34	6	2	52	..	..	..	361	52	279	37	80	..	23	63	5,136
Georgetown.	4,983	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	2,492	..	2,492	..	..	..	..	..	..	..	52	..	438	..	..	..	10,457
Prisoners	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	35	..	..	..	..	..	847
Local prisoners.	17,422	357	6,507	1,596	2,994	3,784	11	1,252	954	802	1,036	1,850	12,924	..	616	1,956	486	2,370	3,653	752	2,498	91,267	20	45	2	3,040	631	6,256	431	1,492	812	799	332	..	66,050

The conduct of the prisoners on the works has, on the whole, much improved, and has been very satisfactory; and their general industry will be made manifest by the above return of labour and delivery of stone during the year; it would be difficult to find free labourers to perform the work carried out by the prisoners of this prison; the value of convict labour is far underrated.

Farm and Provision Ground.

Farming operations have progressed favourably during the year, the produce by sales to officers, and issues to prisoners, and Kaow Island Establishment, may be estimated to have realized the sum of 814*l.* 17*s.* 6½*d.* The sales and issues consist of fresh beef, mutton, pork, milk, and poultry, &c., the latter establishment requiring milk, and fresh meat almost daily. This result I venture to think may be regarded as favourable, notwithstanding a great loss was sustained by the supply of 40 head of wild cattle on the 27th February, 14 of which broke loose from the cattle pen and made off to the bush, a few were re-captured by a warder and a party of prisoners and two by the Indians. It may be estimated that the loss amounted to 100*l.* Several of the same lot as soon as they dropped their calves began to fall away and lose flesh rapidly; this is, I think, attributable in a great measure to the change of pasturage, the cattle having been brought from an estate adjoining the sea. It may be stated that the sum of 549*l.* 9*s.* 8*d.* has been expended in the purchase of cattle during the past year. The live stock on hand on the 31st of December, 1874, consists of 1 bull, 21 cows, 26 calves, 10 sheep, 3 lambs, 28 goats, 6 kids, 43 fowls, 22 chickens, 39 pigs (all sizes), 2 mules and 3 donkeys.

From the stock of cows, sheep and goats, a weekly supply is drawn for the officers, prisoners, and lepers at Kaow Island, the latter consuming 60*lbs.* per week.

A large quantity of para-grass and guinea-grass was cultivated within the boundary fence, and on the prison lands outside, which afforded a good supply of fodder, and which was used in lieu of grain and cornmeal.

The deaths among the cattle during the year have been as follows:—6 cows, 4 calves, 16 sheep and lambs, 22 goats and kids, and 14 head strayed into the bush.

In February authority was obtained for the purchase of a few pigs, the keeping of which has exceeded my expectations, and the advantage to the farm as a source of profit may be found in the farm account.

The provision ground has during the past year, occupied much of my time, and anxiety in its extension and general improvement, and the result of my labour will be found in comparing the account of ground provisions for 1873 with the account now submitted.

To enter fully into the details of improvement and extension would be out of place here, but with reference thereto I may be permitted to state, that about 6 acres of rich land have been reclaimed from the bush, and planted with corn, plantains and tannais, &c., &c., and the yield has surpassed all expectation; the introduction of coffee, coconuts, and rice planting has been most successful. The enclosure of 2 acres of land from the pasture has been completed and planted with corn, tannias, sweet potatoes, and cassava.

The provision ground on the whole has yielded a good return; the sweet potatoes together with ordinary vegetables for prison use and for sale have realised 102*l.* 6*s.* 3*d.* in excess of last year, and the amount realised for sweet potatoes alone was 120*l.* 1*s.* 9½*d.* I may fairly say that the provision ground is in a high state of cultivation, and which I have enclosed to the extent of about one mile of new fence specially adapted to keep out goats, &c.

The dry earth system is in full operation both in the officers' quarters and prison cells, and all sewerage is effectually mixed with ashes, charcoal dust, and cattle manure, and ultimately distributed and dug into the soil.

At present I anticipate no difficulty in producing vegetables in abundance, not only for the consumption of the establishment but also for sale. The provision ground absorbs the labour of an average of 26 convicts of a class wholly unfit for the more laborious work in the quarries.

The following table marked D will serve to show the farm, and provision accounts for the past year, the stock on hand, and the profit and loss.

FORM (D).

FARM ACCOUNT from 1st January, 1874, to 31st December, 1874.

Receipts.	Amount.	Total Amount.	Payments.	Amount.	Total Amount.
	£ s. d.	£ s. d.		£ s. d.	£ s. d.
1.—Sales for cash to the public or prison officers—			1.—Live stock received or purchased—		
2,718 lbs. Beef ..	90 12 0		8 Oxen	66 13 4	
525 $\frac{3}{4}$ „ Mutton ..	21 17 9		38 Cows	332 7 1	
554 „ Pork ..	18 9 4		61 Sheep	83 19 8	
4,846 pints Milk ..	60 11 6		83 Goats	48 16 10	
320 Eggs ..	1 6 8		15 Pigs	17 12 9	549 9 9
17 Fowls.. ..	2 5 4				
Cow hides	12 17 1	207 19 8			
2.—Supplies to prison—			2.—Mule and cattle feed—		
6,689 lbs. Beef ..	222 19 4		Grain	49 12 11	
1,113 $\frac{1}{2}$ „ Mutton ..	46 7 11		Corn	15 3 1 $\frac{1}{2}$	
116 „ Pork ..	3 17 4		Oil meal	60 0 2 $\frac{1}{2}$	124 16 3
6,931 pints Milk ..	86 12 9				
11 Fowls.. ..	1 9 4	361 6 8			
3.—Ground provisions—			3.—Cassava sticks ..	0 12 0	0 12 0
28,822 $\frac{1}{2}$ lbs. Potatoes ..	120 1 10 $\frac{1}{2}$				
1,934 $\frac{1}{2}$ „ Yams ..	8 1 7 $\frac{1}{2}$				
5,291 „ Cassava ..	11 0 5 $\frac{1}{2}$				
3,084 „ Tannias ..	12 17 0				
21,048 „ Plantains ..	66 16 10				
2,138 $\frac{1}{2}$ „ Pumpkins..	6 13 7 $\frac{1}{2}$				
155 $\frac{3}{4}$ „ Ochroes ..	1 5 11 $\frac{1}{2}$				
84 $\frac{1}{2}$ „ Peppers ..	0 14 0 $\frac{1}{2}$				
293 $\frac{3}{4}$ „ Peas ..	0 4 11 $\frac{1}{2}$				
260 „ Sorrell ..	0 10 10				
72 „ Starch ..	1 4 0				
196 „ Rice ..	2 9 0				
3,246 Heads corn ..	6 15 3	238 18 1			
63 Water melons ..	0 2 7 $\frac{1}{2}$				
4.—American corn ..	6 13 1 $\frac{1}{2}$	6 13 1 $\frac{1}{2}$	4.—Profit	139 19 7 $\frac{1}{2}$	139 19 7 $\frac{1}{2}$
Total		814 17 6 $\frac{1}{2}$	Total		814 17 6 $\frac{1}{2}$

Gain by Births.	Amount.	Loss by Deaths.	Amount.
	£ s. d.		£ s. d.
19 Calves.. ..	79 3 4	6 Cows.. ..	50 0 0
9 Lambs	3 15 0	4 Calves	20 13 4
15 Kids	5 4 2	16 Sheep and lambs	15 0 0
82 Chickens ..	1 14 2	15 Goats	10 18 9
1 Donkey	2 1 8	7 Kids	1 9 2
		10 Fowls	1 9 3 $\frac{1}{2}$
		10 Sucking pigs ..	2 1 8
		Cows strayed away	100 0 0
Total	91 18 4	Total	201 12 2 $\frac{1}{2}$

Abstract.

Receipts.	Amount.	Payments.	Amount.
	£ s. d.		£ s. d.
Sales to officers, public, and prison supply	814 17 6 $\frac{1}{2}$	Valuation of stock 31st December, 1873	321 10 10
Valuation of stock-taking, 31st December, 1874	535 12 6	Stock received or purchased	549 9 8
		Payments and charges	128 8 3
		Profit	351 1 3 $\frac{1}{2}$
Total	1,350 10 0 $\frac{1}{2}$	Total	1,350 10 0 $\frac{1}{2}$

Stock actually on hand as represented by Stock-taking on the 31st December, 1874.

						Estimated Valuation.	
						Dol.	c.
1 Bull .. .. .	..	..	..	..	..	60	00
21 Cows, 7 at 60 dollars, and 14 at 45 dollars .. .. .	..	..	..	..	..	1,050	00
7 Cows with calves at their heels .. .. .	..	..	..	..	..	420	00
11 Calves over one year at 20 dollars = 220 dollars } .. .. .	..	..	..	..	..	300	00
8 Calves under one year at 10 dollars = 80 dollars }	..	..	..	..	..
10 Sheep at 5 dollars .. .. .	..	..	..	..	..	50	00
3 Lambs at 3 dollars .. .. .	..	..	..	..	..	9	00
28 Goats at 2 dollars .. .. .	..	..	..	..	..	56	00
6 Kids at 1 dollar .. .. .	..	..	..	..	..	6	00
30 Cocks and hens at 6 dollars per dozen .. .. .	..	..	..	..	..	15	00
13 Medium ditto at 5 dollars per dozen .. .. .	..	..	..	..	..	5	50
22 Chickens at 16 c. each .. .. .	..	..	..	..	..	3	52
7 Pigs at 24 dollars each .. .. .	..	..	..	..	..	168	00
21 Ditto at 3 dollars each .. .. .	..	..	..	..	..	63	00
11 Ditto at 2 dollars each .. .. .	..	..	..	..	..	22	00
2 Mules .. .. .	..	..	..	..	..	480	00
3 Donkeys .. .. .	..	..	..	..	..	60	00
Total .. .. .	..	..	..	..	..	2,768	02
Equal to 576 <i>l.</i> 13 <i>s.</i> 5 <i>d.</i>							

RETURN of Prisoners confined in this Prison on the 31st December, 1874, with particulars of Crime, Country, Profession, Age, Religion, Number of Times committed, and Number of Civil Prisoners committed.

1. Offences against the person—							
Murder .. .. .	..	..	17	Receiving stolen goods .. .. .	..	..	1
Manslaughter .. .. .	..	..	25	Obtaining a cow under false pretences .. .. .	..	..	1
Assault with intent to kill .. .. .	..	..	15	Robbery .. .. .	..	..	3
Robbery with violence .. .. .	..	..	1	Stealing from the person .. .. .	..	..	2
Rape .. .. .	..	..	13				
Indecent assault .. .. .	..	..	1	4. Malicious offences against property—			
Cutting and wounding .. .. .	..	..	27	Arson .. .. .	..	..	4
Riot and assault .. .. .	..	..	4	Maliciously killing a cow .. .. .	..	..	1
Unnatural crimes .. .. .	..	..	13	Being found armed at night with intent to break and enter .. .. .	..	..	1
Conspiracy to poison .. .. .	..	..	2				
2. Offences against property, with violence—				5. Forgery and offences against the currency—			
Burglary .. .. .	..	..	21	Forgery .. .. .	..	..	5
Breaking buildings .. .. .	..	..	8	Uttering a forged cheque .. .. .	..	..	2
Riot and breaking Court-house .. .. .	..	..	3				
3. Offences against property, without violence—				6. All other offences—			
Larceny .. .. .	..	..	52	Breach of contract as a wood-cutter .. .. .	..	..	1
Goat stealing .. .. .	..	..	1	Perjury .. .. .	..	..	1
Stealing a cow .. .. .	..	..	3	Total .. .. .	..	..	228
Countries—							
Barbados .. .. .	..	..	23	Shopkeeper .. .. .	..	..	1
Madeira .. .. .	..	..	5	Labourers .. .. .	..	..	184
Other islands .. .. .	..	..	7	Total .. .. .	..	..	228
Europe .. .. .	..	..	4	Ages—			
Asia .. .. .	..	..	93	Under 17 years .. .. .	..	..	2
Africa .. .. .	..	..	3	„ 30 „ .. .. .	..	..	116
China .. .. .	..	..	18	„ 45 „ .. .. .	..	..	95
British Guiana .. .. .	..	..	75	„ 60 „ .. .. .	..	..	13
Total .. .. .	..	..	228	„ 70 „ .. .. .	..	..	1
				„ 75 „ .. .. .	..	..	1
				Total .. .. .	..	..	228
Trades—				Religion—			
Blacksmiths .. .. .	..	..	1	Episcopalian .. .. .	..	..	112
Carpenters .. .. .	..	..	11	Roman Catholics .. .. .	..	..	16
Joiners .. .. .	..	..	1	Heathens .. .. .	..	..	100
Coopers .. .. .	..	..	5	Total .. .. .	..	..	228
Shoemakers .. .. .	..	..	2	Convictions—			
Tailor .. .. .	..	..	1	First .. .. .	..	..	209
Clerk .. .. .	..	..	1	Second .. .. .	..	..	16
Saddler .. .. .	..	..	1	Third .. .. .	..	..	3
Dispensers and druggists .. .. .	..	..	5	Total .. .. .	..	..	228
Bakers .. .. .	..	..	2	Civil prisoners .. .. .	..	..	40
Painter .. .. .	..	..	1				
Cooks .. .. .	..	..	6				
Seamen .. .. .	..	..	2				
Planters .. .. .	..	..	2				
Woodcutter .. .. .	..	..	1				
Engineer .. .. .	..	..	1				

Manufacturing Department.

Tailoring.—The work upon which the prisoners have been engaged in this department is much the same as in the previous year, and consists principally in making the following articles: Uniform for officers, prison clothing, hammocks, towels, and prison linen, &c., &c., and the repairs of all clothing and bedding for the prison and Kaow Island.

Shoemaking.—This class of prisoners employed as shoemakers made and repaired the whole of the boots and shoes required for the use of the officers, prisoners, and lepers at Kaow Island, harness for the farm and other work; the work done for the officers and families was paid for by them.

Washers.—The whole of the washing, both for the prison and Kaow Island, was done by two prisoners at the river side, and the drying, folding, &c., was done in a “logie” near by. The washing for Kaow Island by convict labour, which was introduced last year, has effected a saving to that establishment of about 40 dollars per month.

Bakers.—Two prisoners are engaged in the baking of bread for officers, prisoners, and lepers at Kaow Island, and the average quality baked daily was about 285 $\frac{3}{4}$ lbs.

Cooks.—The whole of the cooking was done by four convicts, who, like the baker, are not under the immediate supervision of a warder; three prisoners are engaged in the prison kitchen, and one in the infirmary kitchen.

The defective culinary arrangements are the same as last year, which entails additional labour and wood

The following return will show the number of offences and punishments, and the description of punishments during the year 1874:—

Number of Prisoners Punished and Admonished.	Number of Prisoners not Punished or Admonished.	Average Number of Offences Punished per Month.	Nature of Punishment.												Total Mixed Punishments.	
			Whipping.	Solitary Confinement. Bread and Water.	Forfeit Marks.	Reduction of Class.	Detained in Class.	Penal Class.	Forfeit Gratuity.	To pay out of Gratuity for damage done to Clothing, &c.	Leg Irons.	Hand Cuffs.	Crank.	Stocks.		Admonished.
January .. 40	January .. 124	46 $\frac{3}{4}$	10	249	314	207	41	11	33	3	5	2	3	1	16	895
February .. 45	February .. 151															
March .. 55	March .. 156															
April .. 42	April .. 165															
May .. 46	May .. 168															
June .. 39	June .. 177															
July .. 40	July .. 174															
August .. 49	August .. 168															
September .. 61	September .. 159															
October .. 61	October .. 165															
November .. 48	November .. 178															
December .. 35	December .. 199															
Total .. 561	Total .. 1,984															

The total number of reports during the past year has been 561, of these 259 were punished by whipping and bread and water, and the remaining 302 by minor punishments of a mixed nature, as reduction of class, forfeiture of marks, and admonitions, &c.

The prisoners who have spent a long period of their lives in this prison contributed largely to the total number of reports, many of whom have been repeatedly punished by several punishments for the one offence; the most notorious of these have, however, seen and felt the influence of combined punitive punishment, and the result of which may be observed in the demeanour of these men and their anxious desire of better things, and who now perform their work more willingly, and are more obedient to the prison rules. In carrying out the rules of this prison with regard to punishments for prison offences, I have declined to make use of shot drill, or the stocks, which instruments of punishment have been long regarded in convict prisons as things of the past. I have had recourse to that punishment which is known to be effective and deterrent; the punishment of solitary confinement on bread and water, enforced idleness on the penal class (separate confinement) for periods extending from 25 days to 9 months, and corporal punishments; these severe forms of punishment have had good effect, and the results have been so far satisfactory in diminishing the necessity of their use. I do not, therefore, think that it would be fair to assume that the conduct of the prisoners has deteriorated. Many of the offences were

more or less trivial, and I feel bound to state that, while the discipline has not been relaxed, I have had less occasion for the more severe form of punishment during the latter part of the year.

Kaow Island Leper Asylum.

This department is more properly under the charge of the medical officer of the convict prison, who visits the establishment almost daily. My authority over the department only exists in name, inasmuch as I have no rules or orders as to the management of the servants and patients in cases of misconduct against order and discipline.

The expenses of Kaow Island Leper Asylum for the year 1874 have been as follows:—

KAOW ISLAND.

Staff.	Amount.	Cost of Establishment.	Amount.
			£ s. d.
Medical Officer	187 10 0	Provision and freight	333 11 11½
Chaplain	175 0 0	Medicine and medical comforts ..	61 15 11
Dispenser	75 0 0	Clothing	51 7 2
Head nurse, at \$20, to 30th June	62 10 0	Tools and appliances	
Dispenser, at \$30, from 1st July to 30th December		Stationery	
Assistant nurse, at \$15 and \$25, to 30th December	50 0 0		£ s. d.
Two washers, at \$10 each, from 1st to 31st January	4 3 4	Bread	27 1 2
One nurse, at \$15, from 1st July to 31st December	18 15 0	Milk	52 0 1½
One cook, at \$15	37 10 0	Meal	84 15 2
Total	610 8 4	Total	580 11 6

The total cost of the establishment, including salaries of the officers, was 1,198*l.* 19*s.* 10*d.*, being 157*l.* 11*s.* 8½*d.* less than the previous year. The subordinate officers receive rations of provisions free of expense as part of their pay, and which are composed as follows daily:—

SERVANT'S RATIONS.

Diet Scale.				Diet Scale.			
Lbs. ozs.				Lbs. ozs.			
Coffee	0	0	¾	Lard	0	0	½
Biscuit	0	3		Split peas (per week)	0	4	
Sugar	0	2		Salt	0	0	¼
Bread	0	8		Butter	0	0	½
Rice	1	0		Salt beef	0	4	
Onions	0	0	½	Salt fish	0	8	
Flour	0	0	½	Fresh beef (per week)	1	0	
Barley	0	0	½				

PATIENTS' RATIONS.

Diet Scale.				Diet Scale.			
Lbs. ozs.				Lbs. ozs.			
Coffee	0	0	¾	Fresh beef (per week)	2	4	
Biscuit	0	3		Fresh mutton (per week)	0	10	
Sugar	0	2		Soap	0	1	
Rice	1	0		Black pepper (per 100 men)	0	0	¼
Onions	0	0	½	Tobacco	0	0	¼
Flour	0	0	½	Salt	0	0	¼
Barley	0	0	½	Split peas (per week)	0	4	
Lard	0	0	½	Bread	0	8	
Butter	0	0	½	Milk, ½ pint daily or more.			

N.B.—Hindoos not eating beef are allowed mutton in lieu.

It will be seen by the above diet scale that fresh beef and mutton have to be supplied weekly, in fact three times per week, and which have been supplied from the Settlement stock of cattle.

The officers of this establishment have caused me a considerable amount of trouble by their continual quarrelling with each other. The services of the two washers were dispensed with in February, and their work has since been performed by convict labour. The services of the dispenser were no longer required in June, and his duties were per-

formed by the head nurse at half salary. The cook and nurse were permitted to resign, and their places have been filled up by others.

Visits.—I visit the establishment only at intervals of one or two months. The Medical Officer visits every day except Sundays. The Chaplain performs Divine Service every other Sunday, and the Mission Catechist every other Sunday; this arrangement was made without my knowledge. Religious instruction is also given to the patients once during the week.

The quarters occupied by the officers of the establishment and the lepers have not improved since my last report; on the contrary, they are still in a wretched, damp condition. I have at different times patched them up; much more would have been done for the general comfort of all concerned had there been a probability of the establishment remaining at Kaow Island.

The work of cleaning the land about the huts and drains was performed by convicts who, during which, often got possession of tobacco from the patients in spite of the warder's vigilance.

A reference to the Medical Officer's report will show the admissions, discharges, deaths, and the number remaining on the strength on 31st December, 1874.

Medical Officer's Report.

The medical history of the prison will be found in the Tables appended to this report. The number of subordinate officers shown upon the medical book is in excess of the previous year; no deaths occurred among them. The average number of days each officer has been absent from duty through sickness is $9\frac{1}{2}$. This may be explained by the fact that one warder was three months on the sick list during the year. Of the warders, I regret to say, some were in very indifferent health, which I believe was caused from exposure to alternate sun and rain while engaged upon the works without proper protection and insufficient clothing to enable them to change on going off duty.

I was obliged to recommend the superannuation of one principal warder, who was quite unequal to the discharge of his duty, and frequently on the sick list suffering from general debility.

The medical statistics for the year will, I think, on inspection, be found satisfactory.

The great increase in the number of prisoners in hospital, which culminated in July, as will be seen by the labour return marked "C," was so noteworthy as to call for special remark, may be accounted for in part by the fact that the liberal diet allowed to patients in hospital was only an inducement for the idler and malingerer to seek the good living and other medical comforts in the hospital in preference to hard work in the quarries. The introduction of a lower scale of diet sanctioned in September has been the means of reducing the number in hospital from about 35 to 12, and I would observe that malingering has been reduced to a minimum.

The sanitary state of the prison has been improved by the alteration of the cell ventilators and the reduction of the wooden hoods over them so as to admit more air and light, and the cultivation of para grass and plantains in the space behind the prison, within the fence, where rank grass once grew.

The elevated position of the prison buildings render the drainage complete, and as the whole of the soil from the closets to the cells is conveyed from the prison by means of the dry earth system, nothing remains to be passed through the sewers but surface water. All the sewage of the prison and houses on the Settlement is effectually mixed with dry earth and pounded charcoal, all of which is utilized in the cultivation of provisions, &c.

The additional expense and the evil of admitting sailors, wood cutters, and the inhabitants of the district, into the prison hospital for treatment still continues, and so crowded was the hospital in July that the convicts had to sleep in the same ward with native Indians and other patients, the mixing up of prisoners with free men in the prison hospital is most objectionable; the removal of this evil is, however, in contemplation by the erection of a small ward apart from the prison hospital for the admission and treatment of the classes above alluded to.

The officers are treated when sick in their own quarters, as there is no accommodation for them in the hospital, and no dietary provided for them; in two or three instances officers have been admitted to hospital for treatment which necessitated the mixing with Indians and others. This, I submit, is most objectionable, and should be avoided as much as possible, and will be entirely obviated when the new ward for the district people shall have been completed.

Concluding Remarks.

The system of "Police Guard," to which I had the honour to call attention in my last report, was discontinued on the 1st December, by the appointment of an additional force of principal warder (one) and nine assistant warders, who perform all the duties of the detachment of police; and the change so far has been successful; it operates advantageously in several ways, and, more especially, it enables me to select from the assistant warders men suitable to fill the vacancies in the ranks of the warders, by which, in time, I hope to secure a better class of officers for the more efficient discipline of the prison and safe custody of the prisoners.

The improvement and the cleanliness of the officers' quarters have received due attention; increased accommodation, however, is much needed, as several of the assistant warders who joined on the 1st of December have large families. Eight new cottages are about to be erected, and which, when completed, will be found ample for the present requirements.

The present dietary, which was authorised in the latter part of the year for the patients in hospital, and the reduced scale for "light labour" men, malingerers, &c., was found to work advantageously, although but a short time in operation, and will, in the words of the medical officer, "be found to answer this prison admirably."

With regard to the clothing, I do not think it advisable for the prisoner to wear "Oznaburg" shirts, which is a cold and heavy material, and dangerous when the wearer is likely to perspire or get wet from exposure to heavy rains. I have therefore thought it desirable that the cotton shirts should be discontinued and flannel shirts again taken into wear, reserving one cotton shirt, which shall be kept one in each cell for sleeping in, so as to avoid the risk of sleeping in a wet shirt. I think the introduction of a serge or woollen material in place of flannel would be less expensive, wear longer, and better adapted for the climate.

I must beg to point out that having, during the past year, inspected the neighbouring locality, I have found granite in large quantities, all within easy distance of the prison, and, in order to carry on quarry work on a more extensive scale, it would be indispensable for the introduction of a small steam tug, and six or eight punts. Much advantage might result from the adoption of this suggestion, because convict labour could be made available for loading and unloading the punts, and thus do away with the possibility of convicts being brought in contact with the boatmen who, at present, of necessity accompany each boat coming to the Settlement for stone. Moreover, the supply of convict labour is materially more elastic; it can be diminished or increased at a minute's notice, as emergencies arise, in a manner impossible where free labourers are employed. Another advantage I beg to point out would be a more regular and reliable communication between Georgetown and the Settlement, and *vice versa*, the want of which has been long felt. I need hardly say that, if introduced, the expense of removing stone from the Settlement for public works would be considerably abated, and I would most respectfully press this matter for the consideration of the Government.

Another important advantage is to be found in the neighbourhood of the Settlement in which convicts can be employed in works of public utility, and of good service to the Colony.

The creeks in the rivers abound in greenheart, and other hard woods, so much of which is constantly being used in the Engineer's Department. I would respectfully recommend the introduction of a portable iron frame (which could be transported from place to place as necessity required it), and so constructed as to accommodate fourteen or sixteen prisoners in separation, and employ all those prisoners who have passed the penal part of their punishment and attained the first or second class, in wood cutting, squaring timber, and cutting shingles for the Public Works Department. This system for years has been carried out in Western Australia where gangs of prisoners are employed at road-making and other public works, and are located in "bush huts," a considerable distance from the prison. I have no hesitation in recommending the employment of convicts at such labour, providing their location be in separation during sleeping hours.

Accommodation and Lighting.

The prison may be stated to afford accommodation for 197 prisoners in separate cells, and about twenty-five in the hospital ward in association; the cells are not lighted by night, but lights are suspended in the halls, and the ward and water-closet in the hospital each has a light burning during the night; the back yard of the prison is lighted at night; the cost of lighting the prison may be estimated to have been about 200 dollars for the year.

Ticket-of-Leave.

Discharges on ticket-of-leave during the past year have been less as compared with the previous year; this may be accounted for from the fact that the mark system laid down for this prison had been only partially carried out, to which I called attention on my assuming charge of this Department, and in consequence of which many prisoners were, during the year 1873, discharged on ticket-of-leave after having completed a little more than half of their original sentence. At present, the mark system is more rigidly carried out, and therefore the date of a convict's ticket-of-leave is made to depend upon uniform good conduct and industry, and no convict can be released upon ticket-of-leave, until he shall have earned by marks the remission of his sentence which the law provides, except in cases specially recommended to his Excellency. The amount of gratuity charged against this prison during the past year, as having been paid to convicts discharged on ticket-of-leave was 353 dols. 20 c. This amount extends, I presume, beyond the year 1874, inasmuch as seventeen convicts were discharged on ticket-of-leave, and the full amount of gratuity could only reach the sum of 244 dols. 80 c., being at the rate of 14 dols. 40 c. each, which the rule provide: in several cases, however, the full amount of gratuity was not recommended.

Of this liberal allowance to discharged convicts I would observe that as far as my experience will enable me to form an opinion, I submit that if the amount of gratuity depended on willing and cheerful hard labour, about one prisoner out of five would be fairly entitled to receive it on discharge, and I think some modification in this respect is necessary, or abolished altogether, and an addition made to the pay of those officers whose duty it is to enforce hard labour upon convicts, and the payment of money to prisoners on discharge should be limited to a few shillings to enable them to subsist for a few days while seeking employment; and in cases where a convict has rendered good service as a mechanic during his imprisonment, in which cases a special report should be made to his Excellency.

Schools for Officers' Children.

In October last authority for an outlay for books, &c., having been obtained, a school was opened on 12th October, for the instruction of the warders' children in elementary education, and Sunday school teaching, the school was attended by the children for several weeks, but in consequence of changes by removal of warders, and by parents sending their children to town, the number of scholars dwindled down to three. I deem it desirable to close the school until a higher number could be attained. I am, however, in the hope as soon as additional quarters are completed (for the increase of warders so as to enable their families to reside at the Settlement) to reopen the school. I feel bound, however, to admit that there exists a great deal of shortsightedness in the parents of the children, who keep them from school, and from chapel on very slight pretexts, this perhaps might be obviated in a measure by the Chaplain exerting an influence over the officers, their wives and children, but I regret to observe that his time has been so fully occupied with mission work that little or no time is left for him to devote to the families on the Settlement. In order to convey more fully this want of pastoral care, of which the officers have good reason to complain, it may be stated that on the 4th September the steward's wife died, after an illness of three weeks' duration, and the solemn duty of performing the burial service fell to me, previous to which the steward officially reported to me that during the whole of his wife's illness the Chaplain never visited his dying wife although once or twice requested to attend her.

I cannot conclude this report on the prison, its discipline, and the results of the past year without stating that every effort on my part has been made with a view to do away with the abuses which once existed, and to raise the tone, and the discipline, and the general management of the Department to a higher standard, and whether I have succeeded in doing so I respectfully leave to those who peruse and compare the returns contained in this report, and I trust that my humble efforts may be appreciated by those who are competent to judge how prison discipline should be carried out with firmness, fairness, and kindness.

(Signed) T. SEALY,
Superintendent of Her Majesty's Penal Settlement.

The Earl of Carnarvon to Governor Longden, C.M.G.

Sir,

Downing Street, September 18, 1875.

I OBSERVE that in Mr. Sealy's Report on the Massaruni Penal Settlements for 1874, inclosed in your despatch of the 17th July,* to which I have replied generally in my despatch of this date,† he speaks incidentally of the quarters of the officers and inmates of the Kaow Island Leper Asylum as being in a "wretched damp condition."

2. It appears to me that this is a matter which should receive early attention.

I have, &c.

(Signed) CARNARVON.

The Earl of Carnarvon to Governor Longden, C.M.G.

Sir,

Downing Street, September 18, 1875.

I HAVE to acknowledge the receipt of your despatch of the 17th of July,* submitting some further proposals for the future management of the penal settlement at Massaruni.

2. The establishment of frequent and regular steam communication with the penal settlement will be an important step, both as insuring the constant and efficient supervision of the convicts, and as a means of opening up the Essequibo River generally. I also approve of your proposal to appoint an Inspector-General of Prisons for the whole Colony, with the emoluments and powers of a stipendiary magistrate.

3. I notice in Mr. Sealy's Report that he speaks of the "pressing necessity for new rules and regulations to suit the present discipline." At the same time he states that the rules of 1870 have been, with some exceptions, adhered to, and does not state what other rules he considers necessary, except when in a subsequent part of his Report he suggests that escaped and recaptured prisoners should not be sent for trial, but punished by prison discipline. I should be glad to know what further suggestions Mr. Sealy may have to make on this subject, and I may take this opportunity of impressing on you the importance of a thorough reorganization of the prison service on the principle of a general amalgamation of the various prison staffs, as proposed in the 5th paragraph of your despatch No. 115 of the 4th July, 1874.

I have, &c.

(Signed) CARNARVON.

Governor Longden, C.M.G., to the Earl of Carnarvon.—(Received October 30.)

My Lord,

Government House, Georgetown, September 29, 1875.

I HAVE the honour to forward herewith six printed copies of the Report of Mr. Sheriff Brumell on the Georgetown Gaol, and the subsidiary prisons for emigrants convicted under the the Labour Laws at Mahaica and Fellowship, for the year 1874.

2. In my despatches dated 16th June, 1874, and 22nd September, 1874,† I brought prominently under your Lordship's notice the overcrowded state of the Georgetown Prison, the herding together of prisoners at night in unlighted wards, where no supervision could be exercised over them, and other defects.

3. The overcrowding of the men's division of the prison has been relieved, but insufficiently so, by transferring men to the Fellowship Prison or to Massaruni, or to the new prison at Abary. The new buildings at Massaruni are progressing well, and I hope to be able to send eighty or ninety prisoners there before the end of the year. The new temporary lock-up at the Best will be completed in a few weeks, and will accommodate forty-eight short sentence prisoners.

* No. 14.

† No. 16.

† Nos. 26 and 31 of C. 1338 of 1875.

4. I regret that I have not been able to do anything to relieve the over-crowding in the women's division of the prison. The space allotted to the women within the gaol walls is altogether too confined to allow of the necessary additional accommodation being built there; and for this and other reasons, which I will state presently, I concur in the opinion of Mr. Brumell, that it would be expedient to remove the females altogether out of Georgetown Gaol, and to build a new prison for females alone. In such new prison the accommodation could be so arranged as to separate the utterly depraved and shameless criminal from the younger woman, or the woman convicted of her first offence, an offence it may be involving no great moral guilt, and to whom forced association with some women of the kind to be found in our prisons would be hurtfully degrading. The removal of the women to another prison would leave the division now occupied by them free for the occupation of male prisoners; and this would, I hope, enable the Government to do away altogether with the most objectionable feature in the existing system, the associated wards.

5. The Anglican Chaplain notices in his Report "that youths of comparatively tender years are forced in goal to associate with those much farther advanced in crime than themselves, and subjected to the laborious punishment of shot drill, which seems to overtax their strength." It is of course very undesirable that boys or girls should be sent to prison at all, but I am glad to see that the Sheriff is able to report that the Rev. Mr. Wood has described a state of things which is not within his knowledge or that of the keeper of the gaol. The gaol surgeon also reports that the rule usually observed is to "work juvenile prisoners as much as possible by themselves, and none are subjected to shot drill under fifteen years of age, and those have been incorrigible old offenders. I inspect daily the prisoners at shot drill, and regulate the sized shot the prisoners has to carry according to his physique." The existing prison rules, too, require that "juveniles under sixteen years of age shall be separated from adults." The Presbyterian Chaplain, in his Report, notices the presence in gaol "of a greater number of very young delinquents during the last two years, making growingly apparent the urgent want of a Colonial Reformatory." The Sheriff states in his Report that the number of prisoners under sixteen years of age committed in 1874 was 285; he adds, "most had attained an age when in this climate they may be looked upon and treated as men and women."

6. In my despatches of the 17th of June, 1874, and of the 4th of July, 1874, I brought under your Lordship's notice the inadequacy of the institution officially known as the "Industrial and Reformatory Schools and Orphan Asylum" to meet the requirements of a real reformatory school for boys. The institution is, in reality, an orphan asylum for little coolie children chiefly, somewhat similar to that at Tacarigua in Trinidad; and though it may perhaps be made, under judicious management, to answer the purpose of an industrial school for girls as well as an asylum for orphan infants, it is wholly unsuitable as a reformatory school for boys. In order to provide such a reformatory, I have, with the concurrence of the Court of Policy, concluded arrangements for the purchase, for the sum of 5,000 dollars (equivalent to 1,041*l.* 13*s.* 4*d.*) of an abandoned sugar estate called "Onderneeming," in the county of Essequibo.

This estate contains about 700 acres of land good for cultivation or pasturage. It has drainage without the aid of steam, and the situation (while sufficiently remote from Georgetown to keep the boys free from the evil influences of the city) is both convenient and accessible. On one side of it are the Colony House and other Government establishments at Suddie. On the other is the stiling (or wharf) to which the steamer from Georgetown goes with mails and passengers every Monday, Wednesday and Saturday. Official visitors can inspect the place constantly and without difficulty. The Police Inspector of the district and the Sheriff of the county live at Suddie. The Rector of the parish lives on the estate itself. The police barracks are close by; and as there are twenty-six sugar estates on the Essequibo coast, the reformatory at Onderneeming will be fully under the check of publicity. The boys can be employed in gardening, in draining the land, in the care of stock; those who evince intelligence may be taught trades, but agricultural labour ought, in my opinion, to be the principal employment in the school, as it must hereafter in the lives of the boys.

7. Next to the overcrowding in Georgetown Gaol, the want of light and supervision at night in the corridors of the prison, and in the associated wards was reported in my despatches as amongst the worst defects of the prison; these defects, it will be seen from the Sheriff's reports, have been remedied by the introduction of gas throughout the gaol, and the appointment of six night guards.

8. To guard against danger from fire in the wooden prison, water has been laid on to each floor, with service hose, which is kept always ready for instant use.

9. Although the prison, notwithstanding the numbers sent away, was overcrowded

throughout the year, the health of the prisoners was generally satisfactory. The report of the Medical Officer shows that, out of a total of 9,001 prisoners who were admitted into the prison in 1874, 3,420 were admitted into the gaol hospital; of these 3,334 were cured and discharged, 74 remained at the end of the year, and 11 died, being a mortality of 0.12 on the number of prisoners received into the prison.

10. Mr. Sheriff Brumell in his report speaks of the destructive effect on discipline of marching the prisoners from the gaol through the town to the sea wall, where they are employed daily, under the supervision of the Officers of the Public Works Department, on the sea defences. It is, no doubt, as Mr. Brumell observes, that "prisoners prefer labour outside the prison to working inside," and that "the substitution of shorter terms of solitary imprisonment with bread and water for longer terms of nominal hard labour, is very desirable;" and Mr. Brumell quotes in support of this, my own opinion, given in 1865 (while I was Lieutenant-Governor of Dominica) that "solitary confinement on bread and water is the only punishment which prisoners really fear." I have not altered my opinion, except, perhaps, that I think flogging is dreaded by some, not all, prisoners, as much as solitary confinement, and I concur with Mr. Brumell, that the daily march of the prisoners through a street (they pass along one long street from the sea-wall to the gaol) in Georgetown is prejudicial to discipline. But I cannot at present establish a better system.

The daily average of prisoners in Georgetown Gaol in 1874 was 541. The daily average in the Georgetown Gaol Hospital was 71. Of the remaining 470, about 50 on an average were females who are always employed inside the gaol, and there are usually about 80 prisoners not sentenced to hard labour, such as men waiting trial, debtors, &c.; leaving a daily average of about 340 males for hard labour.* It is impossible to employ *all* these within the confined area of the gaol walls. About 35 are employed daily in the prison service, cooks, scavengers, &c. As large a number as the shed will hold are put to shot drill, another gang to breaking stones, and a third (of men ordered to light labour by the Surgeon) are employed in pulverizing earth for use in the gaol, &c. A gang of prisoners is employed daily to keep the grounds round the Public Hospital Infirmary and Maternity Ward clean, and the remainder, usually numbering about 150, are employed at the sea-wall.

There is no more appropriate work for prisoners than this; once at the sea-wall they are removed from communication with the town, the work is of a healthy and useful kind, and at the same time is hard work.

With regard to the substitution of solitary confinement for hard labour, I have to observe that in the first place, the laws of the colony almost invariably prescribe imprisonment with hard labour as the punishment of crimes and offences, great and small; and, in the second place, that solitary, or even separate confinement, is, and will continue to be, practically impossible, until there is sufficient prison accommodation to give to every prisoner a separate cell. This appears to me to be the most essential point to attain, and I hope that the measures which I have taken will enable me to accomplish it in a few weeks.

I have, &c.

(Signed) J. R. LONGDEN.

Inclosure in No. 17.

Sir,

Sheriff's Office, Georgetown, March 31, 1875.

I HAVE the honour to submit to his Excellency the Governor my annual Report on the County Gaol of Georgetown, and the district prisons at Mahaica and Fellowship for 1874.

Prison Staff.—During the past year three officers retired from the gaol service with gratuities, and two were dismissed. An important addition was made to the prison staff on

						Averages.
* Gaol hospital	..	..	..	..	..	71
Women ..	..	..	..	..	..	50
Unemployed	..	..	..	..	..	80
Prison service	..	..	..	..	..	35
Shot drill, &c., in prison	..	..	..	..	..	60
Public hospital, &c.	..	..	..	..	..	50
Light labour	..	..	..	..	..	18
Hand labour at sea wall	..	..	..	..	..	150
Total	..	..	..	..	..	514

the 1st July by the appointment of six "night guards," whose duties are laid down in the printed instructions. The same difficulty in obtaining respectable and trustworthy men as warders, to which I referred in my last Report, still continues; but I hope the measures which are in contemplation for improving the position of these officers will have the effect of eventually securing the services of an efficient prison corps.

Buildings.—The several wards of the gaol are in good repair, but the ventilation of the cells, especially of those in the wooden prison, is imperfect, the improvements in this respect, which were begun some years ago, never having been completed.

The female ward is occasionally inconveniently overcrowded, and it would be very desirable to increase the accommodation in this department of the gaol, if not to remove it altogether, so as entirely to separate the female prison from that for males. I believe that land conveniently situated for the purpose, and overlooked by the keeper's house, may be now obtained at a moderate price.

During the year a great improvement has been effected in the prison by the introduction of gas not only into the yard, but also into the corridors of the male wards, which are now lighted at night. Service hose connected with the town water-works have also been carried into each storey of the wooden prison.

Prisoners.—The total number of prisoners received into the Georgetown Gaol in 1874, under summary convictions by stipendiary and special magistrates, was 7,416, namely, 5,663 males, and 1,753 females, being an increase of 2,110 males, and 860 females, above the number received in 1873.

On comparing Return No. 1 appended to this Report with the corresponding Return for 1873, this large increase will be seen to have arisen in some measure from an increase in the number of offences against the "labour laws"—2,074 males and 727 females, chiefly immigrants from India, having been convicted of this class of offences in 1874, as compared with 693 males and 280 females, convicted in 1873, making an increase in the past year of 1,381 males and 447 females.

An increase will also be found in the number of committals for breaches of the peace, for using obscene language, and for offences detailed in Return No. 3.

On the other hand the convictions for petty thefts remain nearly the same for the two years, and there are fewer in 1874 than in 1873, under the Merchant Shipping and the Mutiny and Militia Acts.

In 1874, 242 males and 27 females were referred for trial before the Supreme and Inferior Criminal Courts, of whom 197 males and 17 females were convicted. This contrasts not unfavourably with the number referred to the same Courts in 1873, namely 285 males and 16 females, of whom 224 males and 14 females were convicted.

Of the prisoners received into the gaol under summary convictions, 5,107 were committed for terms varying from four to fourteen days; 1,831 from fourteen days to one month; and 478 from over one month and not exceeding two, which, except in special cases, is the limit of a magistrate's jurisdiction.

The daily average number of prisoners in the gaol in 1874 was 541, the highest number on any one day being 733, namely, 627 males and 106 females on the 29th of August, and the lowest number on the 16th February, when there were 420 males and 56 females. In the course of the year the Georgetown Gaol was relieved by the transfer of forty male prisoners to the Penal Settlement, and of ninety-six to the district prison at Fellowship.

Native Countries of Prisoners.—The native countries of the prisoners are fully set out in Return No. 1.

As in former years the Indian immigrants furnished the largest number, and next to these the Creole population, followed at no long interval, especially when their relative numbers as a whole are considered, by the immigrants introduced from the neighbouring colonies.

State of Crime.—Notwithstanding the great number of prisoners committed to gaol in 1874, it would be a mistake to affirm that crime exists to any extraordinary extent in the Colony (if we except that of wife-murder among the coolies). A reference to Returns Nos. 1 and 3, will show how very large a proportion of the prisoners convicted in 1874 were guilty of offences, which, while they unfortunately afford abundant evidence of a want of industry on the part of the Indian immigrants, and of the low moral and social condition of many among the lower orders of the people, yet cannot be classed under the head of crime.

Employment of Prisoners.—Return No. 4, appended, gives in detail the manner in which the prisoners have been employed during the year. It will be seen that they have furnished 100,520 productive days' labour, namely:—

To the sea defences	..	..	..	..	..	48,363
To public institutions	..	..	..	..	..	9,078
To the Town Council	..	..	..	..	..	5,986
To the Race Course	..	..	..	..	..	1,177
To the Assembly Rooms	..	..	..	..	..	194
To the Rifle Range	..	..	..	..	..	633
To the Prison, as mechanics and bakers	..	..	..	..	..	3,007
To the Prison, in sanitary and other employment	..	..	..	..	..	32,082
						<hr/> 100,520

And 11,718 unproductive at shot drill, 580 tons of stone were also broken. Of the indoor labour, the female prisoners have given 15,104 days in stone-breaking and in washing 54,536 pieces of clothes. I am not aware that any measurement is made, or any record kept of the work performed by the prisoners employed on the public works or elsewhere outside the prison, and its value carried to the credit of the gaol as is the practice in English prisons. Were this done, I believe it would be found that the labour, even at a low estimate, goes a considerable way towards meeting the annual expenditure of the establishment. This expenditure, I am informed by the Auditor-General, amounted to 37,556 dols. 76 c. for 1874.

Discipline.—I am afraid that the great demand for regular labour which exists throughout the Colony, and the requirements of the Colonial Engineer's department, of the Town Council, and of other institutions, rendered almost unavoidable the employment of the prisoners outside the walls of the gaol; but it is destructive of discipline. Their daily march through town, to and from work, and their occasional employment in the most crowded streets, afford them opportunities of seeing, if not of communicating, with their friends. It is a system unknown in English County Gaols and Houses of Correction, and seems to be practised only in the West India Colonies, where, at the same time, is is condemned by the authorities. See the replies of Colonial Governors to the circular despatches of the Secretary of State in 1867, and the more recent reports of the Inspectors of Prisons in Barbados and Trinidad. It is unnecessary for me to enlarge on this point, but I may be permitted to refer to the Report of the Lords Committee, "that the system known as the separate system must now be accepted as the foundation of prison discipline, and that its rigid maintenance is a vital principle to the efficiency of county and borough gaols."

It has also been stated, as the result of much experience, that prisoners naturally prefer labour outside the prison to working inside, and the substitution of shorter terms of solitary imprisonment with bread and water, for longer terms of nominal hard labour is very desirable.—"Solitary confinement on bread and water is the only punishment which prisoners really fear," and this is supported by the opinion of Sir Francis Hincks, who says:—"It is alleged that negroes would not consider solitary confinement as a punishment, but that I consider an unfounded opinion. Real solitary confinement would produce the same effect on a black as on a white man."

Juvenile Offenders.—All prisoners of 16 years of age and under, are classed under this head. The number committed in 1874 was 285, and most had attained an age when in this climate they may be looked upon and treated as men and women.

The prospect of the early establishment of efficient Reformatories and Industrial Schools, renders it unnecessary for me to ask for a separate prison for juvenile offenders. So far as the gaol arrangements permit they are kept apart from the older prisoners.

Escapes.—There were no escapes from the Georgetown Gaol during the year, but 9 prisoners escaped when at work on the sea defences.

Dietary.—The dietary scale at the gaol is by no means excessive—it is much below that in force at the Penal Settlement. The cost of a full day's ration is 8 cents; of a reduced ration 6 cents, and of a punishment ration 5½ cents.

Recommitments.—In the course of the year 129 males and 50 females were recommitment once to the Georgetown Gaol. 18 males and 8 females, twice; and 4 males and 4 females, thrice and oftener.

Sanitary Condition of Georgetown Gaol.—3,352 patients were admitted into the Gaol Hospital in 1874, as compared with 2,535 admitted in 1873, the daily average number being 71.

The death rate was lower, however, in the past year than in 1873, namely, 11 against 14. The executions also were fewer, being 3 against 4.

The Surgeon's Report is laid over, shewing the races of the patients, their numbers, the diseases treated, and the results.

Religious Instruction.—There is no chapel attached to the prison. Divine service is performed on Sundays under the open shed which is used on week days for shot drill.

Owing to the very short time the greater part of the prisoners remain in gaol no attempt is made to instruct them; but I believe the services of a warder-schoolmaster to teach those who speak English a simple prayer, morning and evening, would not be thrown away.

The Chaplain's Reports are appended. Mr. Slater's suggestion of the creation of legal machinery to compel the payment of fines by immigrants who come into gaol wearing jewels and strings of coins, is a valuable one, but the reverend gentleman's proposal to "substitute a few firm blows with a rod over the bare back," as an alternative for imprisonment in cases of non-payment of fines, will not, I think, find favour either here or in England, however efficacious it might be; nor will the instructions contained in the Secretary of State's circular despatch of the 12th September, 1872, permit the "shearing of women's heads" for breaches of contract under Immigration Acts.

The statement of the Reverend Chaplain of the Church of England that "youths of comparatively tender years are forced in gaol to associate with those much further advanced in crime than themselves and subjected to the laborious punishment of shot drill, which seems to overtax their strength," is not within the knowledge of myself, of the keeper, or of the Gaol Surgeon who daily inspects the prisoners put to this description of labour, and whose Report on the subject I attach.

Punishments.—376 prisoners were punished in 1874, namely, 106 by solitary confinement and reduced rations, and 270 by the stocks.

Bakery.—The Gaol Bakery supplied:—

						Lbs.
Bread as Prison rations..	..	..	..	..	..	100,802
To the Public Hospitals	..	..	..	..	..	124,759
To the Alms House ..	..	..	..	..	..	39,015
To the Orphan Asylum.	..	..	..	..	..	8,326
Sold to the Prison officers	..	..	..	..	..	20,342
Total, at a cost of 4½ cents per lb.						293,244

District Prisons at Mahaica and Fellowship.—*Prisoners.*—The number of prisoners committed to Mahaica in 1874, was 550, and to Fellowship, 635, as compared with 495 and 674 committed to those prisons respectively in 1873. Of these 11 had been convicted once before, 3 twice, and 4 thrice and oftener at Mahaica, and 44 once before, and 9 twice at Fellowship.

They were all male immigrants under sentence for breaches of the labour laws, and were employed at work on the sugar estates in the neighbourhood of the prisons.

The prisoners' earnings at Mahaica in 1874 were 1,052 dol. 55 c., and the expenses of the prison 1,036 dol. 30 c. At Fellowship the earnings were 1,109 dol. 52 c. and the expenses, which are heavier than at Mahaica, 1,985 dol. 68 c. There has, however, been a marked improvement latterly in the working of this prison.

Escapes.—There were four escapes from the field at Mahaica, and 12 from Fellowship; most of the prisoners were recaptured.

Sanitary State of the Prisons.—The health of the prisoners at the district prisons has been good. There were no deaths at Mahaica, and only one at Fellowship; the Reports of the Medical Officers are laid over. I have to apologise for the delay in sending in this Report, but the prison records to be referred to in preparing it were very voluminous, as many as 9,001 prisoners having passed through the gaols in 1874, as shown by the recapitulation at the foot of Return No. 1.

I have, &c.

(Signed) JOHN BRUMELL, *Sheriff of Demerara.*

The Hon. W. A. G. Young,
Government Secretary.

APPENDIX.

Instructions to the Officers forming the Night Guard at the Georgetown Gaol.

1. The night guard at the Georgetown Gaol will be under the immediate orders of the turnkey on duty at the prison.
2. The night guard, consisting of six men, will take their turn of duty as follows:—Three men from 6 to 9 P.M.; three men from 9 to 12 midnight; three first again from 12 to 3 A.M.; three others again from 3 to 6 A.M.
3. The beats of these officers will be changed every night.

4. They will patrol the corridors of the brick and wooden prisons; and round the associated wards, frequently inspecting the prisoners in the latter, through the inspection holes, or the gratings.

5. Each night guard on patrol will, at intervals of a quarter of an hour, strike a bell (of which there are three in the wards, each having a different tone).

6. In case of any talking or misconduct on the part of the prisoners in the cells or rooms, which the officers themselves cannot check, they will at once report to the turnkey on duty, who, if necessary, will call the keeper.

7. The gas in the prison will be lighted from 6 P.M. to 5 A.M. The keeper, the first turnkey, the turnkey on night duty, and each of the night guard, will have a master key, which will open all the locks of the cells and rooms.

8. In case of a fire occurring in the prisons, the first object of the officers is to save the lives of the prisoners, and on the first alarm, after ringing the fire bell, they will repair to the ward in which the fire may be, and unlock the doors of all the cells—proceeding afterwards to unlock the doors of all the other cells and rooms in the same building. The prisoners will be mustered in the yard, and, if necessary, marched in charge of a police guard to the chief police station.

9. On the alarm of fire it will be the duty of the first turnkey and the turnkey on night duty to apply the hose (with which each storey of the wooden prison is now supplied) to the extinction of the fire.

10. After the safety of the prisoners is assured and they are placed in charge of the police, the gaol officers will assist in putting out the fire.

11. In order that the gaol officers may be trained to the duties detailed above, they will practice once a fortnight, under the keeper, at unlocking the doors of the cells, and using the water hose.

(Signed) J. BRUMELL, *Sheriff of Demerara.*

Georgetown, October 16, 1874.

(Return No. 1).—SHOWING the number of Prisoners committed to Her Majesty's Gaol, Georgetown, their Native Countries and Offences, the greatest and smallest number of Prisoners in Gaol on any one day of the year 1874, also the number of Deaths and Punishments inflicted during the above year:—

Countries.	Breaches of the Labour Laws.		Breaches of the Peace.		Using Obscene and Profane Language.		Petty Torts.		Breaches of Revenue.		Merchant Shipping Act.		Other Offences under Summary Commis- sions.		Civil Process.		Munition and Military Acts.		Total.	For Trial.						
	M.	F.	M.	F.	M.	F.	M.	F.	M.	F.	M.	F.	M.	F.	M.	F.	M.	F.		Supreme Court.	Inferior Court.					
Calcutta	1,990	703	256	21	68	16	874	9	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...
Madrass	64	23	...	...	...	...	19	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...
China	56	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...
British Guiana	...	1	398	234	131	141	252	8	5	1	3	395	121	...	...	...	...	...	...	...	...	...	...	...	...	...
Africa	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...
Barbadoes	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...
Other West India Islands	3	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...
Madeira	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...
America	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...
Europe	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...
Total	2,074	727	1,163	468	343	272	893	72	25	1	44	1,001	213	17	1	35	5,680	1,754	183	18	59	9	...	...	...	...

	M.	F.	Total.
Greatest number in any one day of the year, 29th August, 1874 ...	637	106	733
Smallest " " " " 16th February, 1874 ...	384	56	420

(Signed) A. F. PILE, *Keeper.*

DEATHS DURING THE YEAR.

January 1.	Moses Patrick	..	..	..	..	Diarrhœa.
April 29.	Moonseram	..	..	..	..	Debility.
May 2.	Gopaul	..	..	..	..	Pneumonia.
May 31.	Jaunky	..	..	..	..	Inflammation of the bowels.
June 22.	Daileah	..	..	..	..	Congestion of the lungs.
August 23.	Quow Bone	..	..	..	..	Remittent fever.
August 23.	Rameshur	..	..	..	..	Fever and epilepsy.
Sept. 1.	Henry Mayers	..	..	..	..	Fever and dysentery.
Sept. 5.	Bhoosie	..	..	..	..	Fever and bronchitis.
October 1.	Enayet	..	..	..	..	Fever and epilepsy.
Nov. 19.	Subrutty	..	..	..	..	Congestion of the lungs.

EXECUTIONS.

March 7	..	..	..	..	..	Banny.
December 12	..	..	..	..	..	Fowdar.
December 12	..	..	..	..	..	Abdool.

PUNISHMENTS.

	M.	F.
For breaches of prison discipline, neglect of work, &c.—		
By stocks	242	28
„ solitary	1	..
„ reduced rations	105	..

RECAPITULATION.

	M.	F.
Summarily committed by Magistrates	5,680	1,754
For trial Supreme Criminal Court	183	18
„ Inferior Criminal Court	59	9
Remanded by Magistrates	70	8
Committed to Mahaica Jail	550	..
„ Fellowship Jail	635	..
Received from Her Majesty's Penal Settlement	16	..
„ Supreme Court, Berbice .. .. .	..	..
„ Inferior .. .. .	..	..
„ Supreme Court, Essequibo	19	..
	7,212	1,789
Total	9,001	

(Return No. 2.)—SHOWING the Number of Prisoners committed to Her Majesty's Gaol, Georgetown, during the Year 1874, also their Native Countries and Offences.

Countries.	Breaches of the Labour Laws.		Breaches of the Peace.		Using Obscene and Indecent Language.		Petty Thefts.		Breaches of the Revenue.		Merchant Shipping Act.	Other Offences under Summary Commitments.		Civil Process.		Mutiny and Militia Acts.		Total.	For Trial.			
	M.	F.	M.	F.	M.	F.	M.	F.	M.	F.		M.	F.	M.	F.	M.	F.		M.	F.	M.	F.
Calcutta	595	267	256	14	40	17	267	3	4	...	2	123	2	6	1	1	1,294	304	83	...	8	1
Madras	23	12	21	1	3	1	28	...	...	...	...	18	...	1	...	...	94	14	4	1	5	...
China	41	...	10	...	2	...	64	1	6	...	...	18	...	...	...	1	142	1	10	6	2	...
British Guiana	19	1	409	206	105	93	298	37	2	1	...	263	15	3	...	11	1,110	353	73	...	17	...
Africa	14	...	26	1	6	2	29	1	1	...	...	23	...	...	...	4	108	4	7	...	1	...
Barbados	1	...	215	110	52	53	138	12	...	...	1	150	20	1	...	10	568	195	39	3	13	2
Other West India Islands	...	...	18	6	15	9	27	...	2	...	6	31	2	...	...	10	107	17	7	...	4	...
Madagascar ... ..	...	...	8	1	2	2	5	2	...	...	...	3	...	4	...	1	25	6	6	...	...	...
America ... ..	...	...	...	...	1	...	3	...	...	...	10	2	...	...	...	...	20	...	2	...	...	...
Europe ... ..	...	...	35	1	13	...	3	...	...	...	33	16	...	2	...	...	102	1	2	...	2	...
Total	693	280	1,002	340	239	177	862	56	15	1	52	652	39	17	1	38	3,570	894	233	13	52	8

Summarily committed by Magistrates	Males.	Females.
For trial, Supreme Criminal Court	3,570	894
For trial, Inferior Criminal Court	233	13
	52	3

Males	3,855
Females	910
Total	4,765

(Signed) A. F. PILE, Keeper.

(Return No. 3.)—SHOWING the Number of Prisoners committed to Her Majesty's Gaol, Georgetown, during the Year 1874, under the head of "Other Offences under Summary Convictions."

	Males.	Female.
Careless use of fire	10	9
Threats	68	9
Exposing person	60	16
Riding in train without ticket	12	..
Cruelty to animals	20	..
Illegal possession of property	170	25
Found in premises	105	..
Trespass	75	12
Misconduct as police constable	6	..
Pelting stones	58	25
Breach of contract	78	20
Gaming	85	..
Conveying goods to prisoners	10	6
Wantonly discharging firearms	4	..
Damaging property	47	9
Resisting police constable	60	29
Inticing a female from her husband	2	..
Wilful injury to property	49	8
Obtaining goods under false pretences	26	5
Breach of trust	8	4
Leaving mule and cart unprotected	16	..
Unlawfully plying batteau for hire	5	..
Furious driving	12	..
Riding on licensed cart	26	..
Cutting wood on Crown land	1	..
Removing earth from public street	1	..
Inciting a prisoner to resist police constable	5	..
Making stray illegally	16	..
Embezzlement	12	3
Misconduct in employers' service	5	2
Receiving stolen goods	3	..
Obstructing public streets	5	..
Washing horse in the street	1	..
Bathing in site of public thoroughfare	3	..
Conversing with prisoners	6	13
Making indecent gestures	0	3
Keeping dog without license	2	..
Driving with badge	14	..
Throwing night soil	1	2
	1,991	213
Total	1,304	

(Signed)

A. F. PILE, *Keeper.*

Sir,

Georgetown Gaol, March 30, 1875.

I have the honour to submit the Medical Report of this prison for the year 1874.

2. The number of prisoners committed during the year was 7,720, a very large increase on that of 1873, which was 4,897.

3. So great an addition to the prison gang naturally caused a greater demand on the hospital, and our admissions amounted to 3,352, against 2,535 in 1873, an excess of 717.

4. The death rate, however, did not keep pace with the increased number of patients, as we had to record only 11 deaths, against 14 in 1873.

5. The diseases most prevalent were, as usual, fevers, principally of the intermittent type, diarrhoeas, and ulcers.

6. Fortunately we were not visited by an epidemic during the year, or I very much fear it would have found a very suitable nidus within our overcrowded walls.

7. Three executions took place within the prison during the year, and a similar number in 1873.

8. And six insane prisoners were forwarded to the lunatic asylum, and eight in 1873.

9. I beg to lay over tables showing the races, diseases, numbers treated, and results.

(Signed)

H. HUTSON, *Surgeon to Georgetown Gaol.*

His Honour J. Brumell, Esq.,
Sheriff of Demerara.

RETURN showing the Number of Prisoners admitted into the Georgetown Gaol Hospital from 1st January to 30th June, 1874, distinguishing their Native Countries, Diseases, and Results of Treatment.

	Aborigine.	Africa.	America.	Antigua.	Arabin.	Barbados.	Bengal.	Cape de Verdes.	Canada.	China.	Curaçoe.	Demerara.	France.	Great Britain.	Heligoland.	Ireland.	Jamaica.	Madaira.	Madras.	Martinique.	Nassau.	Nova Scotia.	Norway.	Surinam.	Sreden.	St. Kitts.	St. Vincent.	St. Lucia.	St. Thomas.	Tobago.	Total.
January	9	..	..	42	95	2	..	9	1	84	..	2	..	..	2	1	2	1	..	1	..	..	..	..	..	1	..	1	253
February	6	..	1	29	70	..	..	8	..	61	..	1	1	..	1	1	1	..	..	..	..	..	..	..	..	..	..	..	180
March	2	2	1	..	39	108	1	..	11	..	81	..	2	..	1	..	2	..	1	..	..	..	..	..	..	1	..	..	..	255
April	1	..	..	18	148	1	..	20	..	76	..	..	1	..	1	2	2	..	1	..	1	..	..	..	..	..	..	..	272
May	8	..	..	21	131	..	..	12	1	54	1	1	1	..	1	3	2	1	..	..	1	..	..	..	..	..	..	..	238
June	9	1	1	28	145	..	2	12	..	72	3	1	..	..	1	4	7	2	..	..	..	1	1	..	1	1	1	1	292
Total	2	35	2	2	177	697	4	2	72	2	128	4	7	3	1	6	12	14	5	2	1	1	1	1	1	1	1	1	3	1,490

	Males.	Females.	Total.
Patients remaining in Hospital under treatment to 31st December, 1873 ..	59	8	67
Ditto admitted and treated in present half year	1,392	98	1,490
Total	1,451	106	1,557
Result—			
Patients discharged	1,375	101	1,476
Died	5	..	5
Patients remaining in Hospital under treatment to 30th June, 1874 ..	71	5	76
Total	1,451	106	1,557

RETURN showing the Number of Prisoners admitted into the Georgetown Jail Hospital from 1st July to 31st December, 1874, distinguishing their Nature, Countries, Diseases, and Results of Treatment.

	Aborigine.	Africa.	Antigua.	America.	Anguilla.	Arabia.	Barbadoes.	Bengal.	Canada.	Cape de Verdes.	China.	Curacao.	Demerara.	Dominica.	France.	Great Britain.	Grenada.	Ireland.	Jamaica.	Madras.	Martinique.	Mauritius.	Madeira.	Montserrat.	Nassau.	St. Kitts.	St. Vincent.	St. Lucia.	Surinam.	Sweden.	Tobago.	Trinidad.	Total.
July	4	2	1	..	..	46	130	..	..	313	..	77	..	2	1	..	..	1	4	..	..	1	..	2	..	..	..	1	1	..	..	306
August	4	1	..	1	..	48	193	..	..	23	..	83	..	..	..	..	1	1	6	..	..	..	..	..	2	..	..	..	2	..	..	371
September	3	..	..	..	..	36	145	..	2	9	..	76	..	..	3	2	..	1	9	1	1	..	4	1	..	1	..	..	..	..	..	300
October	4	..	..	..	..	66	110	..	..	17	..	90	1	..	4	..	..	..	3	..	..	3	..	..	..	..	..	..	..	..	..	296
November	3	2	1	..	..	81	103	..	..	18	1	93	1	2	4	..	..	..	8	..	..	..	4	..	1	..	..	..	..	..	..	323
December	3	..	..	..	1	53	84	1	..	17	..	85	..	..	1	1	..	2	4	2	..	..	8	..	..	..	..	1	..	..	..	266
Total	21	5	3	1	1	330	765	1	2	115	2	503	2	5	9	3	1	4	34	3	3	2	23	2	3	2	3	1	1	5	2	1,862

Patients remaining in the Hospital under treatment to 30th June, 1874

" admitted and treated in present half-year ..

Total ..

Result :

Patients discharged ..

" died ..

" remaining in Hospital under treatment to 31st December, 1874 ..

Total ..

Result :

Patients discharged ..

" died ..

" remaining in Hospital under treatment to 31st December, 1874 ..

Total ..

Result :

Patients discharged ..

" died ..

" remaining in Hospital under treatment to 31st December, 1874 ..

Total ..

Result :

Patients discharged ..

" died ..

" remaining in Hospital under treatment to 31st December, 1874 ..

Total ..

Result :

Patients discharged ..

" died ..

" remaining in Hospital under treatment to 31st December, 1874 ..

Total ..

	Abortion.	Abscess.	Anasarca.	Anemia.	Asthma.	Bilious Ache.	Bilious Attack.	Bloody Urine.	Boils.	Bronchitis.	Bubo.	Cataract.	Chancres.	Chigoe Feet.	Child Birth.	Constipation.	Contusion.	Congestion of Lungs.	Corporal Punishment.	Diarrhoea.	Dysentery.	Dyspepsia.	Ear Ache.	Epilepsy.	Erysipelas.	Excoriations.	Flatulence.	Fracture of Arm.	Fracture of Leg.	Gonorrhoea.	Hemoptysis.	Hernia.	Hysteria.	Incised Wound.	Indisposition.	Inflamed Gland.	Inflamed Scrotum.	Influenza.	Intermittent Fever.	Itch.	Lacerated Wound.	Ophthalmia.	Papillation.	Piles.	Pregnancy.	Punctured Wound.	Retention of Urine.	Rheumatism.	Shingles.	Sore Throat.	Sprain.	Tooth Ache.	Ulcers.	Vertigo.	Whitlow.	Worms.	Total.
July ..	1	3	..	4	2	5	1	..	5	3	..	7	16	11	38	6	1	2	..	1	1	1	1	1	1	1	1	2	53	2	..	3	..	62	9	5	..	3	9	1	3	1	2	28	2	306
August	6	..	4	3	4	4	..	5	9	..	2	17	11	5	30	3	1	4	..	2	2	2	..	1	1	2	2	11	63	1	1	3	1	82	14	2	5	14	2	4	1	4	371		
September	1	1	1	2	1	2	1	1	6	1	5	18	3	7	2	21	6	1	5	18	3	..	7	2	3	9	38	..	2	1	1	74	14	1	4	2	1	1	2	4	1	1	2	4	300		
October	1	1	2	12	1	1	..	8	10	3	..	5	..	1	22	10	3	18	5	1	2	1	5	51	1	1	1	48	14	1	2	1	1	1	3	38	1	1	3	38	3	1	..	296		
November	3	..	2	110	1	1	..	1	2	..	4	27	7	1	1	63	1	3	1	2	13	47	2	..	1	52	5	2	3	..	2	2	..	10	1	1	4	27	323			
December	3	..	1	..	6	5	7	1	2	7	..	1	23	7	..	1	38	7	..	3	1	1	1	5	28	1	50	8	4	1	3	..	1	12	4	28	266				
Total ..	117	1	313	639	7	128	37	6	226	4	2126	52	1	215	205	25	1	416	4	9	2	1	2	9	2	6	1	49	280	5	5	8	4	368	1	64	15	15	8	4	330	3	668	1	6	317	209	3	11	1	1,862						

Sir,

St. Philip's Parsonage, March 30, 1875.

I have the honour to report to you, as Church of England Chaplain of the Georgetown Gaol, that during the months of October, November, and December, 1874, the gaol was visited by myself or my curate thirty-one times. Service was held every Sunday at 2 p.m., and frequently in hospital wards on week-days. The condemned coolies, "Fowdar" and "Abdool" were carefully instructed and baptized (at their own request) previous to their execution, and one infant in the hospital was also baptized.

Nothing else of importance remains to be mentioned.

May I, however, be allowed to say that myself and my colleague have noticed with regret that youths of comparatively tender years are forced in gaol to associate with those much further advanced in crime than themselves, and subjected to the laborious punishment of "shot drill," which seems to overtax their strength.

I beg respectfully to mention these facts as being both morally and physically injurious to the class of prisoners alluded to.

His Honour John Brumell, Esq.,
Sheriff of Demerara.

I have, &c.
(Signed) CHAS. PAGE WOOD.

Sir,

Georgetown Gaol, April 6, 1875.

With reference to that part of the Rev. Page Wood's Report, directing your attention to the fact that "youths of comparatively tender years are forced in gaol to associate with those much further advanced in crime than themselves, and subjected to the laborious punishment of shot drill," I beg to say the rule usually observed is, to work juvenile prisoners as much by themselves as possible; and none are subjected to shot drill under fifteen years of age, and those have been incorrigible old offenders. I inspect daily the prisoners at shot drill, and regulate the sized shot the prisoner has to carry according to his physique.

His Honour John Brumell,
Sheriff of Demerara.

I have, &c.
(Signed) H. HUTSON, Gaol Surgeon.

Report of the Presbyterian Chaplain of the Gaol of Georgetown for the Year 1874.

The usual Sabbath day services have been conducted, and the week day visits to hospitals made with perfect regularity during the year. Visits to individual prisoners, in their cells or otherwise, have been made as occasion seemed to require.

I would strongly urge that a larger number of Bibles and hymn-books be kept in stock for the use of the inmates at public worship; and that the officers receive peremptory orders to see that every person who can read have the offer of these most valuable aids to devotion on such occasions. I have frequently seen a row of six or ten seamen, all of whom could have used books if they had had them, without a single copy of either. In point of fact, I do not recollect ever to have seen that class of prisoners with either the one book or the other.*

I would further point out the propriety of the services of a competent person being secured to lead the praise. That the proper performance of that part of worship should be contingent on the accident of there being some criminal in the multitude who can start and carry through a tune, is not according to my notions of the honour which is due to the Divine Being. From the cause specified it has sometimes happened that an effect the opposite of profitable has been produced both on minister, officers, and prisoners. I have a strong opinion that the service of praise in Georgetown Gaol might be made very attractive, and such as to prove a powerful auxiliary to the other religious agencies which the Chaplain employs. The present arrangement is unfair to the Chaplain, and highly indecent in itself. This has been pointed out before.

A rule to the following effect would be also a great improvement on the present condition of things: that no person be allowed to pass close by either side of the chapel—no girl or young woman carrying a parcel for the debtor's quarter or the hospital. In a word, no passage that way, not even from the head turnkey's dwelling, while divine service is going on. The attention of the worshippers—or of those who should be worshipping—is distracted. The rule ought to be universal and absolute. Why should it be permitted that the crowing of a cock or the entrance of a dog into the assembly puts the worshippers out? When the thoughts of persons who have not disciplined their minds into obedience to their will by habits of reflection get loose, perhaps the service is over before they can bring them under rein again. This should not be. I consider that the private manner in which executions have lately been conducted is a wise amendment on the former practice, and that though the consequences of the change are of a negative kind, they are important.

A reference which may have more than usual interest just at present, may be made to the state of education among the prisoners. From repeated experiments made, but only on the inmates of the hospitals, I have arrived at the following conclusions:—

1. That, with very few exceptions, all prisoners affirm they can read.

* In a subsequent communication the Reverend Chaplain says:—"I have no reason to think that any requisition has ever been made for Bibles or other books required for Divine worship in Georgetown Gaol which has not received prompt attention."

2. That a fifth or sixth of them can actually read; and of these the merest fraction can read well.

3. That about forty per cent. have been at school, but not long enough to learn to read.

4. That about the same per centage never were at school at all.

I think that the establishment of an educational apparatus within the gaol, including schoolroom and the essential of a skilled teacher, might be attended with palpable advantages in the case of persons committed for nine months and over.

Of the success which has attended the chaplain's labours I cannot speak with gratification. Of course, the putting the claims of religion periodically, even if officially, before the criminal inmates, has a certain effect. The dearest conscience makes some response. The effect may be negative rather than positive. The influence may be restrictive rather than aggressive. But even that is something. It is something if just one instant light flashes within, revealing what is and what ought to be. I cannot, however, flatter myself that the result, on the whole, is any other than the usual prison religion. The frequent recommitments would seem to show that the reformatory element, both of gaol life and the chaplain's labours, is not great.

It is much to be deplored that so large a number of persons are sentenced to short terms of imprisonment, and the fact should be made the subject of serious inquiry by the legislators on crime, with a view to the substitution of a penalty which should be less demoralizing.

I do not think it beyond my province to suggest that the incarceration of immigrants who refuse to pay a small fine is the greatest evil of all. These persons, particularly the female portion of them, come into gaol with dollars and dollars, jewels and chains. The creation of a legal machinery for extorting the fine, where the means of paying it are, might be advocated on the grounds of economy, the offenders' moral interests, of the end of punishment, which is the prevention of offences, and of common sense. I believe that the following alteration would meet the case. For imprisonment as the *alternative* of non-payment of a fine, substitute a few prime blows with a rod over the bare back in presence of the inspector or officer of police only, in cases of males; and in cases of females, substitute shearing of the head. In the latter instances the fine would always be paid.

The presence of a greater number of very young delinquents in gaol during the last two years than I remember to have noticed in previous years, makes growingly apparent the urgent want of a colonial reformatory for the more serious juvenile offences; and of an ordinance legalizing corporal punishment in presence of the parent and of the representative of law only for the minor ones.

(Signed) THOMAS SLATER, *Presbyterian Chaplain.*

January 21, 1855.

Sir, *St. Andrew's Manse, January 21, 1875.*
I submit the foregoing Report for the year 1874 conformably to your request.

His Honour Sheriff Brumell, *I am, &c.*
Superintendent of Georgetown Gaol. (Signed) THOMAS SLATER.

Sir, *Mahaica, January 18, 1875.*
I have the honour to acknowledge the receipt of your letter No. 12, relative to the sickness and the state of the prison at Mahaica.

1. I inclose in this Reports for the half year ending June 30, and December 31st, 1874.

3. I have to state that the prison is clean and the drainage about it in good order, and in my opinion the diseases that have been treated during the year 1874, have not been caused by the state of the prison or its discipline, except in two cases, where two coolie men had their wrists much injured by the stocks.

I have, &c.
(Signed) J. H. FORTE, *District Medical Officer.*

J. Brumell, Esq.,
Sheriff of Demerara, &c.

SYNOPSIS of Disease at the Mahaica Gaol for the six months ending June 30th, 1874.

Gonorrhœa	..	..	..	..	..	..	1
Dysentery	..	..	..	..	..	..	1
Diarrhœa..	..	..	..	..	..	..	4
Fever, intermittent..	..	..	..	..	..	..	12
Constipation	..	..	..	..	..	..	1
Itch and Dysentery	..	..	..	..	..	..	1
Ulcers ..	..	..	..	..	..	..	3
Wounds ..	..	..	..	..	..	..	3
Rheumatism	..	..	..	..	..	..	1
Abscess ..	..	..	..	..	..	..	1

REMARKS.—Colony fever has furnished the greatest number of cases for the half-year, diarrhœa comes next; I am of the opinion that these diseases are caused by exposure to damp and wet. The ulcers, gonorrhœa, and itch are nearly always brought with the prisoner when he comes to gaol.

(Signed) J. H. FORTE, *Physician, &c.,*
District Medical Officer.

SYNOPSIS of Disease at the Mahaica Gaol for the six months ending December 31st, 1874.

Inflamed wrists from stocks	2
Gonorrhœa	2
Diarrhœa	6
Fever, intermittent	14
Itch and Dysentery	5
Ulcers	6
Wounds	2
Abscesses	3
Epilepsy	1
Sprains	1
Colic	1
Asthma	1
Bronchitis	2
Lumbago	1

REMARKS.—It will be seen that the fever cases are the most numerous, and next to them diarrhœa and ulcers. The fever is the ordinary colony fever; the cases of diarrhœa and fever are, in my opinion, caused by exposure to damp and wet while at work.

The gonorrhœa, ulcers, asthma, and bronchitis, were brought with the prisoners when they came to gaol. Two cases of injury to the wrists—from the use of the stocks—will be seen in this half year.

(Signed) J. H. FORTE, *Physician, &c.,
District Medical Officer.*

Number of Free People treated in the Infirmary with their Diseases.

Diseases and Infirmities.	Remaining by last Return.	Admitted.	Total.	Recovered.	Died.	Remaining.
Catarrh	4	4	4	0	0
Dysentery	13	13	11	2	0
Diarrhœa	12	12	12	0	0
Ague (Febris Intermittens)	28	28	26	0	2
Rheumatism (Acute)	1	1	1	0	0
(Chronic)	13	13	13	0	0
Syphilis (Primary)	1	15	16	16	0	0
Stricture of urethra	1	1	1	0	0
Worms (round)	2	2	2	0	0
Anæmia	1	1	2	2	0	0
Cancer	1	1	1	0	0
Apoplexy	2	2	0	2	0
Epilepsy	2	2	2	0	0
Ophthalmia	1	1	1	0	0
Pericarditis	1	1	0	1	0
Heart disease	2	2	1	1	0
Bronchitis (acute)	2	2	2	0	0
Pneumonia	9	9	8	1	0
Enteritis	1	1	0	1	0
Hernia (strangulated)	2	2	2	0	0
Piles	1	1	1	0	0
Jaundice	3	3	3	0	0
Bright's disease	2	2	1	1	0
Hydrocele	1	1	1	0	0
Abscess	7	7	7	0	0
Ulcers	6	6	6	0	0
Fracture of leg	2	2	1	1	0
" spine	1	1	0	1	0
Contusion	5	5	4	0	1
Wound	4	4	4	0	0
Total	2	145	147	133	11	3

List of Diseases and Infirmities occurring among the Local Prisoners.

Diseases and Infirmities.	Remaining by last Return.	New Cases.		Total.	Recovered.	Died.	Remaining.
		In Hospital.	In Wards or Cells.				
Dysentery	1	..	1	1	..	..
Rheumatism (chronic)	1	..	1	1	..	..
Gonorrhœa	0	..	5	5	..	..
Epilepsy	1	..	1	1	..	..
Ulcer	1	..	1	1	..	..
Total	4	..	9	9	..	..

Lepers at Kaow Island.

							No.
Remaining by last Return .. ..	..	..	..	..	..	..	18
Admitted .. ..	..	..	..	..	..	..	7
Total .. ..	..	..	..	..	..	..	25
Discharged .. ..	..	..	..	..	..	..	1
Died .. ..	..	..	..	..	..	..	2
Remaining .. ..	..	..	..	..	..	..	22

*Fellowship District Prison, West Coast,
January 22, 1875.*

Sir,

I have the honour by forward to you the register of cases treated as patients from Fellowship District Gaol, at Hague Estates Hospital, during the half-year ended the 30th June, 1874, and also the half-yearly return of such cases to 31st December, 1874. The first ten months of the year the patients were treated at Hague Hospital, and the last two at the district Gaol Hospital. The large per centage of cases for the first ten months was partly owing to the prisoners having to be sent to the Estates Hospital for trivial ailments, no provision having been made for the treatment of such cases at the District Prison. During the last three months of the year there has been a general increase of sickness on the coast. The general health of the prison has been good—only one death has occurred since July, 1873. There has been no epidemic for the year.

I have furnished you with a synopsis of the diseases during each half year, and that you will observe that fevers (1), diarrhœa (16), dysentery (15), have been the most prevalent diseases.

They cannot in any way be attributed or traced either to insufficiency of diet, discipline, peculiarity of the locality, or arrangement of the prison buildings.

I have, &c.
(Signed) H. C. STEVENSON.

1874.—Hospital Register of Fellowship District Prison and Register of Number of Cases treated at Plantation Hague Hospital.

Number of Patients remaining under Treatment from the last Half-year ending 31st December, 1873.

Date of Admission.	Name.	Sex.	Age.	Country.	Ship in which Introduced and Number.	Year of Arrival.	In or Out-door.	Disease.	Result.	Date of Discharge.	Remarks.
Dec. 29	Sas-aman	..	M. ..	Calcutta ..	..	..	In	Ulcer on leg	Recovered	January	1st time.
" 29	Salichurn	..	" ..	" ..	..	..	"	Fever intermittent ..	"	"	"
" 31	Kodaboccus	..	" ..	" ..	..	..	"	Dysentery	"	"	"
Number of Patients admitted in Hospital from 1st January to 30th June, 1874.											
Jan. 1	Deenmahomed	..	M. ..	Calcutta ..	..	..	In	Fever intermittent and itch	Recovered	Jan. 3	1st time.
" 1	Najookhan	..	" ..	" ..	..	..	"	Bronchitis	"	" 5	"
" 20	Gos Shing	..	" ..	" ..	..	..	"	Dysentery	"	Feb. 5	"
" 24	Deenah	..	" ..	" ..	..	..	"	Fever, otorrhoea, and constipation	"	Jan. 28	"
" 28	Hossenboccus	..	" ..	" ..	..	..	"	Diarrhoea	"	" 29	"
" 31	Mandaporsund	..	" ..	" ..	..	..	"	Cordialgia	"	Feb. 2	"
Feb. 17	Jow-a-hew	..	" ..	" ..	..	..	"	Fever intermittent and bronchitis	"	Mar. 7	"
" 26	Mahun	..	" ..	" ..	..	..	"	Dysentery	"	" 14	"
" 26	Rampersand	..	" ..	" ..	..	..	"	Dysentery	"	" 3	"
" 26	Wong-a-Cat	..	" ..	" ..	..	..	"	Herpes	"	" 5	"
" 28	Niack ..	..	" ..	" ..	..	..	"	Dysentery and fever	"	" 17	"
Mar. 26	Najookhan	..	" ..	" ..	..	..	"	Rheumatism	"	April 8	2nd time.
April 9	Koyroo	..	" ..	" ..	..	..	"	Dysentery and piles	"	" 18	1st time.
" 9	Bismauth	..	" ..	" ..	..	..	"	Contusion	"	" 18	2nd time.
" 21	Allyboccus	..	" ..	" ..	..	..	"	Ulcer and fever intermittent	"	" 27	1st time.
" 21	Emamboccus	..	" ..	" ..	..	..	"	Abscess	"	May 5	"
" 25	Rooplal	..	" ..	" ..	..	..	"	Diarrhoea	"	April 26	"
" 25	Osmankhan	..	" ..	" ..	..	..	"	Fever intermittent and ulcer	"	" 27	"
" 28	Persand	..	" ..	" ..	..	..	"	Ulcer on leg	"	May 22	"
May 2	Najookhan	..	" ..	" ..	..	..	"	Dysentery	"	" 5	3rd time.
" 5	Mohomodtippo	..	" ..	" ..	..	..	"	Fever intermittent	"	" 9	1st time.
" 12	Mohomodtippo	..	" ..	" ..	..	..	"	Spleen and dysentery	"	" 22	2nd time.
June 20	Kaulloo	..	" ..	" ..	..	..	"	Fever intermittent	"	June 22	1st time.
" 26	Delorelly	..	" ..	" ..	..	..	"	Fever, diarrhoea, and spleen	Under treatment	" 30	"

Number of Patients remaining under treatment from last half-year ending 31st December, 1873..	No. 3
Number of Patients admitted in hospital from 1st January to 30th June, 1874	24
Total	27

RESULT.

Number of patients recovered	22
" " relieved	3
" " died	1
" " remaining under treatment	1
Total	27

SYNOPSIS OF DISEASES.

Ulcers	2	Cordialgia	1
Fever	5	Herpes	1
Dysentery	8	Rheumatism	1
Bronchitis	2	Contusion	1
(Eruption) constipation	2	Abscess	1
Diarrhoea	3	Total	27

1874.—Hospital Register of Fellowship District Prison and Register of Number of Cases treated at
Plantation Hague Hospital.

Number of Patients remaining under Treatment from last half-year, ending June 30, 1874.

Date of Admission.	Name.	Sex.	Age.	Country.	Ship in which Introduced and Number.	Year of Arrival.	In or Out-door.	Disease.	Results.	Date of Dis-charge.	Remarks.
June 26	Deberelly	M.	...	Calcutta.	...	...	In	Fever, diarrhoea, and spleen	Recovered	July 13	1st time.

Number of Patients Admitted in Hospital from July 1 to December 31, 1874.

July 2	Lun-a-Pin.	M.	...	China	...	...	In	Scabies	Recovered	July 6	1st time.
5	Hurrah	...	...	Calcutta.	...	...	...	Asthma	...	6	...
13	Banbooram	...	...	...	...	...	...	Intermittent fever	...	15	...
13	Luboo.	...	...	...	...	...	...	Ditto	...	15	...
25	Ramsahye	...	...	...	...	...	...	Insanity	...	Aug. 2	...
31	Paraag	...	...	...	...	...	...	Intermittent fever	...	19	...
Aug. 7	Chandooh	...	...	...	...	...	...	Diarrhoea	...	12	...
7	John Anthony	...	...	...	...	...	...	Enlarged spleen	...	17	...
12	Pothiah	...	...	...	...	...	...	Fever and otorrhoea	...	17	...
12	Chuchnor	...	...	...	...	...	...	Bellyache	...	24	...
24	Umroth	...	...	...	...	...	...	Diarrhoea and vertigo	...	31	...
28	Fazdolah	...	...	...	...	...	...	Lumbago and vertigo	...	A g. to Sept. 4	...
Sept. 3	Gujgur	...	...	...	...	...	...	Ulcer	...	Sept. 7	...
3	Mandhoor	...	...	...	...	...	...	Epistaxis	...	4	...
4	Emansoil	...	...	...	...	...	...	Fever intermittent	...	7	...
9	Sudhurn	...	...	...	...	...	...	Ditto	...	18	...
12	Soodin	...	...	...	...	...	...	Bronchitis	...	23	...
29	Fazoolah	...	...	...	...	...	...	Intermittent fever	...	Oct. 5	(1st) 2nd.
Oct. 2	Mahabeer	...	...	...	...	...	...	Dysentery	...	6	1st time.
2	Soondor	...	...	...	...	...	...	Diarrhoea	...	5	...
5	Dowluth	...	...	...	...	...	...	Fever intermittent	...	Nov. 12	...
5	Ramjair	...	...	...	...	...	...	Ulcer	...	7	...
5	Boedho	...	...	...	...	...	...	Abscess	...	16	...
14	Hossimboccus	...	...	...	...	...	...	Dysentery	...	21	...
14	Amurkham	...	...	...	...	...	...	Fever, itch, and ulcer	...	21	...
14	Ulnobomud	...	...	...	...	...	...	Fever, itch, and bronchitis	...	28	...
14	Perton	...	...	...	...	...	...	Fever intermittent	...	16	...
19	Koosiah	...	...	...	...	...	...	Ditto	...	21	...
21	We-ma-han	...	...	China	...	...	...	Dysentery	...	Nov. 1	...
23	Sibllal	...	...	Calcutta.	...	...	...	Fever and diarrhoea	...	26	...
26	Abellack	...	...	...	...	...	...	Dysentery	...	9	...
27	Gupaul	...	...	...	...	...	...	Fever intermittent	...	10	...
27	Petember	...	...	...	...	...	...	Dysentery	...	30	...
27	Horemuth	...	...	...	...	...	...	Diarrhoea	...	28	...
28	Golamb	...	...	...	...	...	...	Dysentery	...	30	...
28	Juggussur	...	...	...	...	...	...	Dysentery and fever	...	30	...
28	Kaussee	...	...	...	...	...	...	Ulcer	...	11	...
29	Ramgopaul	...	...	...	...	...	...	Diarrhoea and chancres	...	Oct. 30	...
30	Soomaroo	...	...	...	...	...	...	Diarrhoea	...	Nov. 1	...
30	Ludhoo	...	...	...	...	...	...	Fever intermittent	...	7	...
Nov. 4	Mowla	...	...	...	...	...	...	Fever and bronchitis	...	6	...
6	Wong-a-Khan	...	...	China	...	...	...	Diarrhoea	...	11	...
7	Deelmahamud	...	...	Calcutta.	...	...	Out	Feigning sick	Duty	7	...
7	Ramdoyal	...	...	...	...	...	In	Diarrhoea	Recovered	9	...
7	Ramgopaul	...	...	...	...	...	...	Chancres	...	11	...
7	Gujadhur	...	...	...	...	...	...	Diarrhoea	...	11	...
11	Ramdoyal	...	...	...	...	...	...	Ditto	...	15	...
12	Kulloo	...	...	...	...	...	...	Fever intermittent	...	15	...
13	Kausse	...	...	...	...	...	...	Ditto	...	15	...
19	Hausslenkham	...	...	...	...	...	...	Fever and contusion	...	20	...
19	See-a-Mur	...	...	...	...	...	Out	(Small) ulcers	Duty	20	...
19	Damree	...	...	...	...	...	In	Diarrhoea	Recovered	20	...
20	Surmon	...	...	...	...	...	Out	Feigning sick	Duty	20	...
20	Gunputh	...	...	...	...	...	In	Rheumatism	Recovered	27	...
27	Ramgolam	...	...	...	...	...	...	Abscess	...	28	...
Dec. 1	Nereeah	...	...	...	...	...	...	Ulcers and fever inter-mittent	...	Dec. 21	...
2	Doorgah	...	...	...	...	...	Out	Feigning sick	Duty	2	...
14	Boodaman (un-tried prisoner)	...	...	...	...	...	In	Ulcer	Relieved for S. Court	9	...
14	Paunchoo	...	...	...	...	...	...	Abscess	Recovered	18	...
14	Kullychurn	...	...	...	...	...	...	Ulcers	...	26	...
21	Kulhoo	...	...	...	...	...	...	Fever intermittent	...	23	...
23	Doorgaberehad	...	...	...	...	...	...	Asthma	Under treatment	31	...
25	Ramjoo	...	...	...	...	...	...	Fever intermittent	Recovered	28	...
30	Nauzer	...	...	...	...	...	Out	Wound	Duty	30	...
31	Persand	...	...	...	...	...	In	Pleurisy	Under treatment	31	...

Number of patients remaining under treatment from last half-year, ending June 30, 1874 .. 1

admitted under treatment from July 1 to December 31, 1874 .. 65

Total .. 66

RESULTS.

Number of patients recovered	58
„ prisoners feigning sick	5
„ untried prisoner (patient) tried for Supreme Court	1
„ patients remaining under treatment	2
Total	66

SYNOPSIS OF DISEASES.

Diarrhoea	13	Ulcer	7
Scabies	2	Rheumatism	1
Asthma	2	Epistaxis	1
Fever	16	Chancres	1
Insanity	1	Bronchitis	4
Pleurisy	1	Contusion	1
Enlarged spleen	1	Abscess	3
Bellyache	1	Dysentery	7
Lumbago	1		
Feigning sick	3	Total	66

No. 18.

The Earl of Carnarvon to Governor Longden, C.M.G.

Sir,

Downing Street, December 28, 1875.

I HAVE received your despatch* of the 29th of September, forwarding the annual Report of Mr. Sheriff Brumell on the gaol of George Town and the subsidiary prisons.

I approve the measures which you have taken to improve the condition of the prisons in the Colony, but I cannot refrain from recording my opinion that the state of things disclosed in this Report is little creditable to those who are responsible for having neglected the exhortations on the subject repeated by successive Secretaries of State during the last ten years; I do not consider that the prison system of the Colony will be entitled to be regarded as being upon a sound basis until the prison of George Town is reconstructed upon the separate system; but I have confidence in your zeal and energy, and I trust you will in time bring your influence to bear successfully with the local bodies, and secure their support in carrying out the necessary reforms.

I have, &c.
(Signed) CARNARVON.

No. 5.

STRAITS SETTLEMENTS.

STRAITS SETTLEMENTS.

No. 19.

The Earl of Carnarvon to Governor Sir W. F. D. Jervois, R.E., K.C.M.G., C.B.

(Telegraphic.)

Downing Street, August 10, 1875.

EXPEDITE Report of Committee on Prison Discipline, and transmit with least possible delay. When may I expect it?
Suspend removal of prisoners.

No. 20.

*Governor Sir W. F. D. Jervois, R.E., K.C.M.G., C.B., to the Earl of Carnarvon.—
(Received August 12.)*

(Telegraphic.)

Singapore, August 12, 1875.

WILL send Report of Committee on Prison Discipline by next mail; prisoners will not be removed.

No. 21.

*Governor Sir W. F. D. Jervois, R.E., K.C.M.G., C.B., to the Earl of Carnarvon.—
(Received September 27.)*

My Lord,

Government House, Singapore, August 21, 1875.

WITH reference to my predecessor's despatch, of 9th March last,* I have the honour to transmit herewith a copy of the Report of a Committee, appointed by him, to inquire into the causes of the outbreak in the Criminal Gaol here, which occurred in February last.

2. The Committee consisted of the gentlemen named in margin.† One of the members, Dr. Robertson, having gone to England during the inquiry, has taken no part in drawing up the Report.

3. The Committee state as the result of their investigation:—

(a) That there was a preconcerted arrangement, on the part of certain Chinese prisoners of the middle grade, to effect their escape on the 13th February last, when a parade had been ordered to witness the flogging of a prisoner.

(b) That owing to the postponement of the parade, this design was frustrated.

(c) That the prisoners, having, however, armed themselves in various ways, took an early opportunity of forcing on a mutiny.

(d) That the prisoners had no just cause for complaint, either in regard to quantity and quality of diet, or treatment received from the prison officials.

(e) That while the majority of the officials did their duty, the principal credit of putting down the outbreak is due to Warder Lamb and the European prisoners.

(f) That the conduct of Gaoler McDonald should be made the subject of a special inquiry.

(g) That the outbreak was facilitated from the want of a system of separation, especially at night time, and that steps should be taken to remedy this want as soon as possible.

(h) That the supervision must have been very defective, when the prisoners were enabled to procure in the work-yard the weapons used on the occasion, and convey them into the precincts of the prison.

* Chairman: the Hon. T. Scott. Members: the Hon. Major McNair, John Cameron, Esq., F. C. Bishop, Esq., Dr. J. H. Robertson.

† No. 58 of C. 1338 of 1875.

(i) That the presence of free labour in the gaol allows communication to take place between the prisoners and their friends outside, and that facilities are thus afforded for mutiny and escape.

(k) That a false security reigned at the gaol, at the time of the outbreak, and that the prisoners were encouraged thereby; that the warders were prohibited from wearing the revolvers supplied for them, and were instructed to retain them in their quarters; and that, at the time of the outbreak, the revolvers were lodged in the magazine, owing to the action taken by the Executive, in relation to its requirements in the Malayan States.

(l) That the Executive should not interfere with the protective force of the gaol on any outside emergency whatsoever.

(m) That the Superintendent of the gaol should be well acquainted with the habits and customs of the prisoners and conversant with the Malay language.

4. In my despatch to your Lordship, dated 4th June, 1875,* on the system of penal diet, I mentioned that I would furnish your Lordship with further information on this subject, when I received the Report of the Committee appointed to inquire into the causes of the outbreak.

5. Your Lordship will observe that the result of the inquiries of the Committee leads to the conclusion, "that the prisoners had no just cause of complaint either in quantity or quality of diet."

6. Looking, therefore, to the reports on the subject of penal diet received from Ceylon and Hong Kong, copies of which were inclosed in my despatch to your Lordship, No. 169, and looking to the concurrent testimony of the medical authorities here, that the low scale of food supplied does not in any way act prejudicially to the health of the prisoners under sentence of rigorous imprisonment, and subject to it, I see no reason for interfering with the system, as enforced in this Colony.

7. As regards point (e) stated in paragraph 3 of this despatch, I have already informed your Lordship in my despatch, dated 11th June, 1875,† that with the unanimous advice of the Executive Council, I released the whole of the European prisoners whose periods of imprisonment had not then expired.

I inclose copy of a letter from the Committee recommending that gratuities should be given to certain warders, and that Warder Lamb should be granted an annuity of 35*l.* sterling as a reward for the valuable services which he rendered in suppressing the outbreak. I beg to submit this recommendation, which I fully endorse, for your Lordship's approval.

I have appointed a special Committee to inquire into the conduct of Gaoler McDonald, who is stated to have quitted the prison at the time of the outbreak, on the plea that he was in pursuit of certain prisoners.

8. Point (g), stated in paragraph 3 of this despatch, has been brought forward by the Committee in consequence of my having, very shortly after my arrival in Singapore, raised the question: whether the position, construction, and interior arrangements of the present Criminal Gaol are such as are adapted for the number and class of prisoners there under confinement.

9. Upon visiting the gaol, I could not but be struck with the features prejudicial to safety which exist in all three particulars. These faults briefly enumerated, appeared to me to be as follows:—

(1) The position of the gaol, situated as it is in the midst of Singapore, with its large native population, is most detrimental to the prison discipline of a class of prisoners with dispositions easily excited by the noise and confusion prevailing outside the prison precincts.

(2) The walls surrounding the gaol are, owing to the necessity for avoiding the exclusion of air, so low, that the prisoners can, and do, have intercourse with their friends outside, and receive from them tobacco, opium, and even tools.

(3) The buildings of the prison itself are so confined (plan of the gaol inclosed), that in the event of any disturbance, there are numerous spots in which the prisoners could resist to the last. In fact, I regard, at any time, the existence of buildings so cramped together, as prejudicial to the safety of the warders and the security of the prisoners.

(4) The crowded state of the wards is a crying evil. In each of these wards over a hundred of the very worst of characters are crowded together to such an extent that, when sleeping on the benches, they are packed together as closely as possible. The consequence is that morality is at the lowest ebb; smoking is prevalent; and plans may be discussed or projects hatched for escape or disturbance.

(5) So difficult would the gaol be to defend were an attack made upon it, that a rising of the prisoners, in connection with a preconcerted attack from without, would, in all probability, entail the escape of the prisoners, the murder of the warders, and the destruction of the gaol, if not further disaster.

* No. 59 of C. 1338 of 1875.

† No. 60 of same Paper.

10. I convened and personally attended a special meeting of the Committee of Inquiry into the causes of the outbreak, and expounded to them my views on the subject.

The Committee agreed, upon my representation, that measures should be taken to remedy the present condition of affairs. I discussed with them the means by which this could be effected, and I gave directions that the scope of their inquiries should be extended to the general question of the position and construction of the Singapore Gaol.

11. The points on which I invited their attention are stated in the first section of their Report, dated 19th August, which I have now the honour to forward.

The Committee have arrived at the conclusion that, should the transport of the life and long-sentenced prisoners to the Andamans (a point on which I have communicated with the Indian Government) be impossible, it is the duty of the Colony to build a new gaol, suitable for the enforcement of prison discipline, on a new site. They recommend that the site selected should be that on which the Civil Gaol now stands, and that the design in alternative plan (3), attached to their Report, should be adopted.

The approximate estimate for this work, after deducting the value of the site occupied by the present gaol, is 150,000 dollars. The report and plans (the latter prepared in the Colonial Engineer's Office) have been furnished to me too recently to go at present into the details of the proposal, but I am of opinion that the conclusion which the Committee have arrived at is a right one. It is, indeed, in accordance with the views which I myself impressed upon the Committee, and I beg to submit it for your Lordship's general approval.

12. With reference to sections (h) and (i) of paragraph 3 of this despatch, the supervision, as now carried on, is very superior to that which prevailed at the time of the outbreak. Sixteen military warders are now employed in the prison, in addition to the former establishment. Six of these warders are always on duty during the day and three at night, whilst those not on duty are lodged with their arms in quarters over the work-yard gate (see inclosed plan). From this position, where they can always act as a reserve, they can command both the work-yard and the native gaol, and would be able to render most valuable aid in suppressing any disturbance that may take place in either division.

13. The prisoners in the work-yard were, at the time of the outbreak, watched by native warders only, and they were not searched upon entering the prison precincts. Now, however, a sentry is always on duty at the work-yard gate, and every prisoner, as he passes through, is searched to see that he does not convey any tool or weapon concealed about him. Three of the six military warders on duty in the day-time are now employed, in addition to the native warders, watching the prisoners in the work-yard, and every precaution is taken to prevent communication being carried on between the prisoners and the free labourers employed in prison and friends without.

14. With reference to the sections (k) and (l), it does not appear to me that the "Executive" should be blamed for the revolvers not being forthcoming at the time of the outbreak. From what has been represented to me, it seems that the late Captain Dent directed that arms should not be carried in the prison; he himself was never armed, and the warders were ordered to retain the revolvers in their quarters. In case of an outbreak, therefore, the warders would have to disperse to their quarters, leaving the mutineers in possession of the gaol. The revolvers do not appear ever to have left the prison; and, although I fully endorse the opinion of the Committee that the Sikh sub-warders should never have been under orders to leave the prison, and that on any outside emergency the "Executive" should not interfere with the protective force of the gaol, yet I think that the fact that the revolvers were not forthcoming rests rather on the action adopted by the late Captain Dent than on that adopted by the "Executive." I am not sure, moreover, that it was not preferable that the arms should have been in the magazine than distributed in the warders' quarters, where they were generally deposited.

15. Finally, in section (m) of paragraph 3, your Lordship will observe that the Committee remark that the Superintendent of the Gaol should be conversant with the Malay language.

I may observe, however, that a gentleman may possess the qualifications which would suit him for the position of Superintendent and yet be unable to speak the Malay language. I may mention that this is the case with Lieutenant Hodgson, 1-10th Regiment, who has been holding the acting appointment of Superintendent of Prisons since the decease of Captain Dent. This officer is not conversant with the Malay language, but the general opinion is that he has fulfilled the duties most efficiently, and from my personal observation I endorse this view.

I should state that Lieutenant Hodgson—so he informs me—was offered the appoint-

ment of Superintendent of Prisons by my predecessor, subject of course to your Lordship's approval, but that officer declined the post on the ground that he considered the pay insufficient.

I have, &c.
(Signed) WM. F. DRUMMOND JERVOIS.

Inclosure 1 in No. 21.

Sir,

Singapore, August 4, 1875.

I HAVE the honour to forward herewith the Report of the Committee appointed to inquire into the causes of the outbreak in the Criminal Prison on the 13th of February last.

In explanation of the delay that has occurred in its submission, I beg to state that it has been chiefly due to a recommendation from Sir A. Clarke, that the inquiry should be suspended until the trial of the mutineers before the Supreme Court had been completed.

The Report is not signed by Dr. Robertson, as he left for Europe soon after the inquiry commenced.

I have, &c.
(Signed) THOS. SCOTT, *President of Committee.*

The Hon. the Colonial Secretary,
Straits Settlements.

Inclosure 2 in No. 21.

Report of the Committee appointed to inquire into the Causes which led to the Outbreak in the Criminal Prison on the 13th February, 1875.

THE Committee having met, pursuant to the instructions from Government, communicated in letter of 17th March to the President, and having had the opportunity of perusing together the documents and papers bearing on the subject,* and of obtaining further evidence (though not on oath) from gaol officials and others who were present during the outbreak, have arrived at the following conclusions:—

That the immediate cause of the outbreak was due to a preconcerted arrangement on the part of certain Chinese prisoners in the middle grade to effect their escape; and that these prisoners were of a class who, under former arrangements with the Indian Government, would have been transported from the Colony.

That the prisoners had no just cause for complaint, either in regard to quantity or quality of diet, or of undue severity on the part of either the superintendent or the warders.

That the escape appears to have been planned to take place on the 13th of February, as a parade had been ordered for that afternoon to witness the flogging of a Chinese prisoner, and at which, according to custom, the whole convicts, some 600 in number, were to have been assembled.

That this parade, though it, as it now appears, was fortunately postponed, left the ringleaders with their plans so far prepared, that they forced on the mutiny by an attack upon Warder Sandford, in defence of whom the Superintendent received the wounds from which he died.

That the prisoners had singular facilities within their reach to accomplish their purpose, viz., in the opportunities afforded them of concerting their plans, from the want of a system of separation, in having been able, unobserved, to prepare in the work-yard many of the weapons they used on the occasion; and it being further possible for them to convey these weapons through the work-yard gate into the precincts of the prison; and again in being able to communicate with their friends outside the prison by the assistance of free labourers who were employed upon works within it.

That the prisoners were fully aware that neither the superintendent nor the European warders were armed, and they doubtless concluded that before the European guard at the "front gate" could be summoned to assist, they could make good their escape by the

* 1. Report on the outbreak by the Inspector of Prisons; 2. The evidence taken before the Coroner at the inquest on the body of the late Mr. Dent; 3. The notes taken by his Honour the Chief Justice at the trial of the mutineers before the Supreme Court.

“rear gate,” to which the Committee find they hurried *en masse* as soon as the superintendent and warders were overpowered.

That the warders and gaol officers, with few exceptions, did their duty during the outbreak, but conspicuous in presence of mind and daring was Warder Lamb, who, with the timely assistance of a few European prisoners, turned, what was intended to be, a general outbreak, into one which became only partially successful. The conduct at the time of gaoler McDonald, who, it appears, quitted the prison in pursuit of escaping prisoners, should, the Committee think, form the subject of special inquiry by the Government.

The Committee are unanimous in their opinion that had the warders been armed the outbreak would, in all probability, not have been attempted, or, if attempted, would have been suppressed with much less loss of life. The Committee therefore consider the question “Why were the warders one and all unarmed?” to constitute the gravest part of their inquiry. According to the Report of a Commission on prison discipline, dated 1st January, 1872, and laid before the Legislative Council on the 4th June of the same year, it was recommended that the superintendent and warders should all, and always, be armed when on duty. It seems that but a half compliance with this recommendation was accorded; revolvers were supplied to the warders, but they were forbidden to wear them on duty, and they were therefore retained in their quarters. So placed, the revolvers would still, in a degree, have been serviceable (barring a little delay) against any outbreak on the part of the prisoners; and had they been so on the day of the outbreak a much more peremptory and decided check might have been given to it. But, unfortunately, even the little strength and confidence which the possession of these arms might have afforded to the warders was wanting on the occasion of the outbreak, owing to the action of the Executive in relation to its requirements in the Malayan States. In January, the month preceding the outbreak, disturbances had prevailed in Sunghy Ujong, and a considerable force was dispatched from Singapore to suppress them. Among other resources at its command, the Executive, unfortunately, as it turned out, contemplated adding to this force the Sikh sub-warders of the gaol (ten or eleven in number), and the superintendent was notified to have them armed, and in readiness to start. On receipt of this notification, whether on his own responsibility, or in compliance with instructions received, there is no evidence to show, the superintendent called upon the warders to send in their revolvers, and, on these being brought to his office, they were handed over to the Sikhs in his presence and that of the head gaoler. A few days after this the intention to send the Sikhs to Sunghy Ujong was abandoned, and the revolvers were returned by them to the superintendent, and by his orders locked up in the magazine, but not returned to the warders. In thus tracing the cause of the warders’ revolvers not being available on the occasion of the outbreak, the Committee would desire to point out the great danger, which, in the present instance, has been painfully exemplified, of the Executive interfering with the protective force of the gaol on any outside emergency whatsoever.

The facility of communicating with one another, which the prisoners now possess, especially at night, from the present structural arrangement of the goal, appears unavoidable, but should, in the opinion of the Committee, be remedied with as little delay as possible; and it is proposed in the further Report that the Committee will have the honour to submit to Government to make certain recommendations in regard to this, and to the general want of adaptation of the present gaol to the requirements of the class of prisoners now confined there.

That the prisoners were able to “make up” weapons in the work-yard reflects, the Committee consider, the greatest discredit upon the European warder in immediate charge, but no further remarks appear now to be required on this subject, as the Committee learn that this warder (who was only temporarily employed) has been since dismissed the service; as also the native warder who, under the orders of warder Clarke, had charge of the work-yard gate, and permitted these weapons to pass in on the persons of the prisoners.

The Committee also ascertain that greater caution is now being exercised in the supervision of the few free labourers whom it is necessary to employ in the prison to teach the prisoners their various trades, and to help forward the works now necessary to render the gaol more secure.

The Committee cannot conclude their Report without calling attention to the letter addressed to the Government by the Justices on the occasion of the late Mr. Dent’s appointment. They are strongly of opinion that the Superintendent of Prisons should be a gentleman well acquainted with the habits and customs of the prisoners, and have a knowledge at least of the Malay language. In expressing these views, the Committee make no personal reference to the late Mr. Dent, of whose constant daily devotion to his

duties they have had ample evidence, and to whose unselfish bravery on the occasion of the outbreak they wish to bear the strongest testimony.

(Signed)

THOS. SCOTT, *President*.

J. F. A. McNAIR,

JOHN CAMERON,

F. C. BISHOP,

} *Members.*

Inclosure 3 in No. 21.

Sir,

Singapore, August 17, 1875.

THE Committee would now desire to reply to your letters, Colonial Secretary, of 19th June, prisons, 12th July, the receipt of the former having been already acknowledged by the President.

The Committee recommend that an annuity of 35*l.* sterling be granted to warder Lamb for his conduct on the occasion of the outbreak on the 13th February last.

The Committee would also venture to recommend that the following gratuities be given:—

To sub-warder Sandford the sum of 100 dollars.

To sub-warders Redding and Burton one month's pay each.

To native warders Indin, Chaw Khan, Maun Rose, Mustan Chmoowah, Nga Sivee Meng, Ritch Paul Sing, Mangaroo, Mckoh, Kudah Buccus, Gunguah, and Hoosain Khan, also one month's pay each. Most of them were wounded on the occasion.

The Committee do not think that it would be desirable to grant any remission in the sentences of the prisoners who gave evidence on the trial.

In regard to gaoler McDonald's application for increase of pay, the Committee would beg reference to the Report, dated the 6th August, which they had the honour to submit.

From this it will be seen that the Committee consider gaoler McDonald's conduct on the occasion of the outbreak such as to call for special inquiry.

We have, &c.

(Signed)

THOS. SCOTT, *President*.

J. F. A. McNAIR.

JOHN CAMERON.

F. C. BISHOP.

The Hon. the Colonial Secretary,
Straits Settlements.

Inclosure 4 in No. 21.

Further Report of the Committee appointed to inquire into the Causes which led to the Outbreak in the Criminal Prison on the 13th February, 1875.

THE Committee have by letters from the Colonial Secretary to the Chairman, dated respectively the 19th June and 2nd July, been called upon to extend the scope of their inquiry, and to report further on the questions of the position and construction of the Singapore Gaol generally, embracing the following points:—

1st. The position. Whether it be desirable that it be changed, and if not whether any plans may be adopted to modify the defects which may exist.

2nd. The area. Whether it is sufficient to accommodate the future probable number of prisoners, and if not, whether it be possible to extend the area.

3rd. Alterations. To include questions of distribution of prisoners, both during the time, and after the time, that the alterations are taking place, the general plan and system of buildings to be adopted with a view to the maximum efficiency, and minimum cost of maintenance. Due regard to be paid to the security of the prisoners, the safety of the warders, the sanitary conditions, and the presence of the prison officials in its precincts, or in its immediate vicinity.

4th. The cost of the proposed alterations, taking into account the possible employment of convict labour on some of the works.

5th. Under present arrangements all the Penang criminals sentenced to more than six months' imprisonment are sent to serve their sentences at Singapore; and, as little has as yet been done in providing cellular accommodation for them here, it seems worth while, now that the reconstruction of the gaol is under consideration, to reopen the question, whether it is necessary to send all these convicts, who have been sentenced to over six

months' imprisonment to the Singapore Gaol. The Penang new prison, which is being built on the cellular principle, is a very good one, and there is ample space on the site to erect sufficient accommodation for all the local prisoners, and the Singapore Prison would thus be relieved of about 200 prisoners.

II. The Committee have carefully considered all these points, and in presenting their report would advise as a preliminary step that efforts should be at once made to induce the Indian Government to permit the transportation from the Colony to the Andaman Islands, of our life and long-sentenced prisoners, and, failing this, that endeavours should be set on foot to secure some other place to which this class of prisoners may be transported.

III. The Committee place much importance upon the result of such efforts, for upon their success or otherwise depends in a great degree the question of the reconstruction of the present Criminal Prison, or the construction of an entirely new prison on another site.

IV. The Committee are agreed that if the transportation of the more dangerous class of our criminals were recommenced, viz., those for sentences of 7 years and upwards, it would relieve the gaol of a large number of prisoners, and reduce very considerably the average number of inmates for some time to come.

V. Prisoners for short sentences being more amenable to control, their accommodation in the present gaol, might, in the opinion of the Committee, be so far supplied as to nullify to a great extent the evils complained of; but in order to answer the requirements of a prison for the full introduction of the cellular system, a comparatively large outlay would still be necessary. The old wards which were built for transmarine convicts, are, in the opinion of the Committee, quite incapable of conversion, and new cellular wards would, under any circumstances, have to be erected.

VI. On the other hand, if life and long sentence prisoners are to be efficiently provided for in the same prison with those sentenced for short periods, but in separate and distinct yards (which the Committee consider desirable) there would probably be an average number of 650 to be thus accommodated.

VII. Again, if, as the Committee understand, the cellular system is to be strictly carried out with all of them (regarding the necessity of which however, except in certain cases, your Committee are divided in opinion) then the Committee do not see how the present gaol can be made available without the enclosure of fresh ground, and such a complete reconstruction of the whole of the buildings, as to be little less costly, and certainly far less efficient, than the construction of a new gaol on a new site; and, added to this, would be that detriment to discipline that the carrying on of extensive intramural works in a fully occupied prison would of necessity entail.

VIII. The Committee are aware that the Legislative Council in October of 1872 had before it the proposal to build a new gaol at Singapore, but that ascertaining that the present site would only realise about 50,000 dols., the Council on the score of expense therefore, and that the improvements in discipline then recommended would be delayed by the construction of a new prison negatived the proposition, and the sum of 98,000 dols. for alterations to the present gaol was sanctioned instead. These alterations comprised the erection of three new cellular wards for 252 prisoners, the conversion of two of the present wards into separate cells, and other minor alterations.

IX. The Committee ascertain that of this sum already 35,200 has been expended in the erection of one new cellular ward for 56 prisoners, the alteration of the boundary wall to separate the warders' quarters from the work yard, the building of separate work cells, and other improvements, leaving an unexpended balance on July 1 last of 62,800 dols.

X. Plan No. 1 attached to this report shows the manner in which the Committee have endeavoured to alter the present gaol if it should be decided to retain it for the reception of probably 650 prisoners under the separate system, and they estimate the cost of the works at 154,660 dols., from which, however, a reduction of probably 20,000 dols. may be made if the long sentenced and life prisoners are transported.

XI. The Committee, however, as they have before stated, do not recommend that so large a sum should be expended on what would after all be but an unsatisfactory conversion of the present gaol, which, in point of situation also, is on a limited area, and with no fresh ground in the vicinity for future extension, except by the inclosure of a portion of the green now used by the Dhobeas. They moreover repeat their opinion that it would be most undesirable that the new works should be going on with the present class of prisoners confined within the walls.

XII. The Committee therefore being agreed that such alterations to the present prison would not meet the requirements set forth by the Government, turned their attention to the selection of a suitable site on which to erect an entirely new gaol, and which the Committee venture to think is perhaps one of the most important works the Colony now requires.

XIII. The Crown land on the Perangoon Road (see alternative plan No. 1), situated at nearly three miles from town, offered some advantages, but in the opinion of the Committee the distance from town was too great, and the space available for extension still somewhat limited. An estimate of the cost of the buildings at this site in three tiers of cells was, however, approximately made at 210,500 dols.

XIV. The Committee, at the suggestion of one of their members that it might be desirable to construct a penitentiary for long-sentenced prisoners on one of the islands adjacent to Singapore, where the prisoners might be employed at quarrying and other hard labour, visited Pulo Obin, but upon a careful consideration of the increased cost of the prison staff and guard that would be requisite in so isolated a spot, coupled with the fact that there would then be three separate gaol establishments for Singapore, the idea was abandoned.

XV. The Committee next visited the site of the present Civil Prison, which they had no difficulty in deciding offered the most suitable position for a gaol, both from its relative distance from town, its nearness to the police barracks; and as providing around it an adequate area of Government land for the erection of the necessary buildings, and also for subsequent extension. The site moreover has a well-known character for salubrity.

XVI. Alternative plan No. 2 shows the proposed site of the buildings if erected with two tiers of cells, providing, as in the former case, for 650 prisoners, with an additional ward for prisoners awaiting trial, and who are now confined in the Civil Prison, with quarters for a superintendent, warders, and apothecary. The approximate cost of this scheme is 221,760 dols.

XVII. There were some objections, however, to this site for buildings of two tiers of cells, from the inequalities of the ground and the lowness of some portion of it for building purposes, also from the proximity of Pearls Hill, from which the gaol inclosure might be overlooked.

XVIII. The Committee, to remedy these objections as far as possible, would recommend the erection of the cells in three tiers (see alternative plan No. 3). This plan (also on the radiating principle) is, after the most careful consideration by the Committee, that which entirely approves itself to their judgment.

XIX. The buildings afford accommodation for 550 native and 50 European prisoners undergoing their sentences in separation, with a distinct ward and yard for 50 prisoners awaiting trial. There is an industrial yard and infirmary, punishment and work cells, and all the other subsidiary buildings required for a first-class prison. Quarters for a superintendent on the summit of Pearls Hill, and a range of cottages for European warders on the slopes, with separate quarters for the gaoler and the apothecary, are also included in the scheme. These quarters by crowning the hill overlook the jail, and will to a great extent guard against any communication by signal being made by the prisoners with their friends outside.

XX. The site provides abundant space for future extension, and lies within the range of the proposed water supply.

XXI. It has also one further advantage, that by a union of the Criminal and Civil Gaols, it will effect a considerable reduction in the cost of the prison staff.

XXII. The approximate cost of this scheme is 214,170 dollars; but as a set off against this would be the sum to be realized by the sale of materials, and the land on which the present gaol is built, now estimated at from 60 to 70,000 dollars.

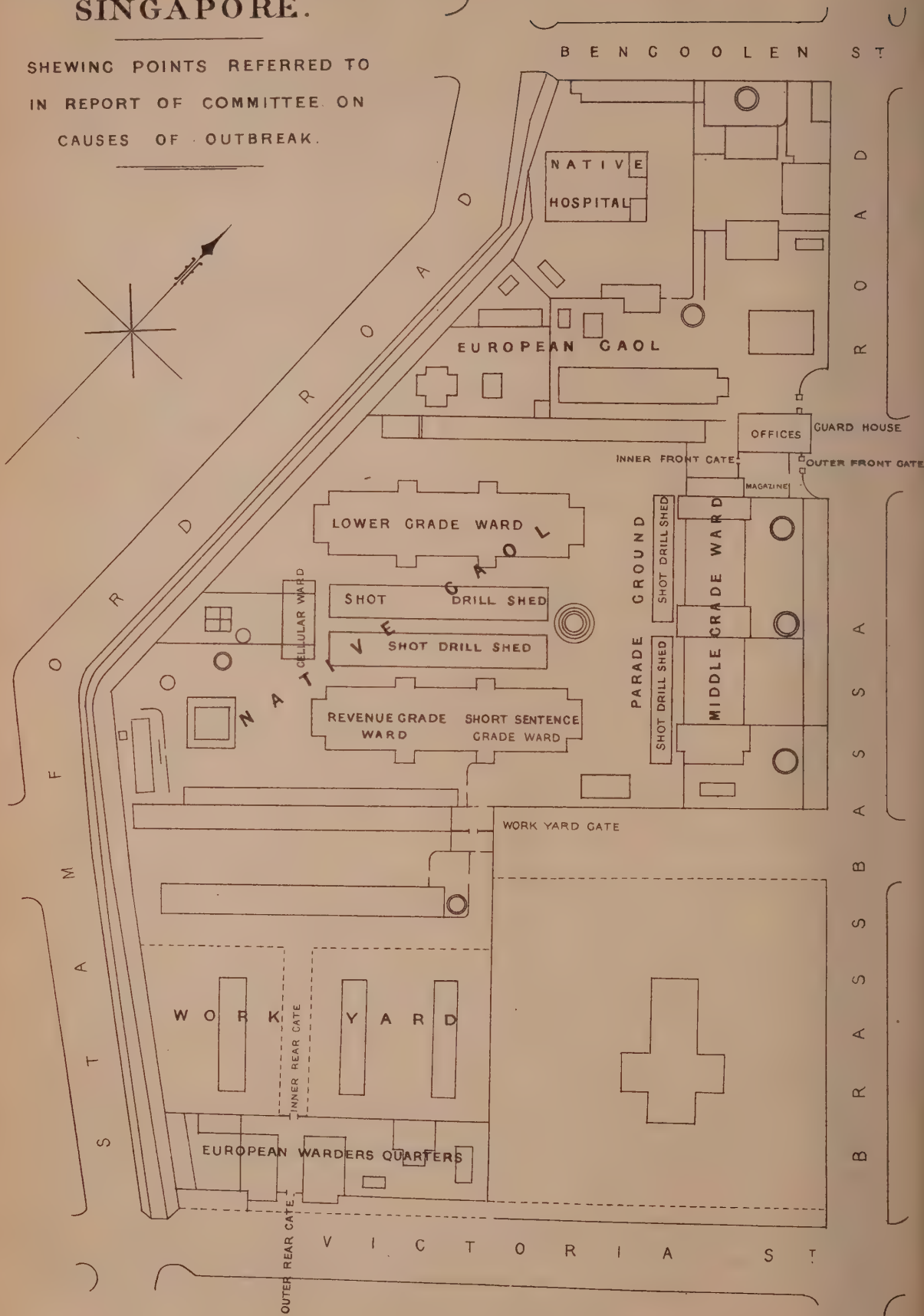
XXIII. The Committee would suggest that if this scheme be approved, the gaol wall be undertaken first by free labour, when a certain class of prisoners might be located in temporary sheds within the inclosure, and so employed in the construction of their own cells.

XXIV. It is impossible for the Committee to state what may be the reduction upon the estimate if convict labour is employed, for so much depends upon the way in which it is turned to account, but in view of recent events it will be a satisfaction to know that, should the erection of a new prison be decided upon, a proportion at least of the convict labour available will be capable of being employed, without prejudice to the discipline of the whole gaol establishment.

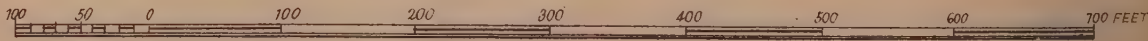
XXV. The Committee has not lost sight of the last point referred to by the Government, viz., the possibility of being able to send from Penang from hence about 200 prisoners for location in the new gaol built for 200 prisoners in separation, and which is expected to be completed during the next year. Upon inquiry they find that there are at present 191 prisoners in confinement at that settlement, and as the population is increasing, it is not to be expected that these numbers will decrease, but rather increase; and they ascertain that the gaol at Malacca will be barely sufficient under the separate system for the requirements of that settlement.

PLAN OF CRIMINAL GAOL
SINGAPORE.

SHewing POINTS REFERRED TO
IN REPORT OF COMMITTEE ON
CAUSES OF OUTBREAK.



SCALE, 100 FEET TO $\frac{3}{4}$ OF AN INCH.



XXVI. The Committee, therefore, in view of the whole question submitted for their consideration, are unanimous in their opinion that, should the transportation of the life and long prisoners be not possible, it is the duty of the Colony to construct a suitable gaol at Singapore for the due enforcement of prison discipline; and that this can best be effected by the erection of a prison, such as they have shown in Alternative Plan No. 3, at a probable cost, deducting the value of the present site, of about 150,000 dollars.

(Signed)

THOS. SCOTT, *President.*

J. F. A. McNAIR, }
JOHN CAMERON, } *Members.*
F. C. BISHOP, }

Singapore, August 19, 1875.

Inclosure 5 in No. 21.

Plan of Criminal Gaol at Singapore, showing the Points referred to in the Report of the Committee on the Causes of the Outbreak.

No. 22.

The Earl of Carnarvon to Governor Sir W. F. D. Jervois, R.E., K.C.M.G., C.B.

Sir, *Downing Street, November 5, 1875.*

I HAVE to acknowledge the receipt of your despatch of the 21st of August,* forwarding the Report of the Committee which had been appointed by your Government to investigate the circumstances of the outbreak in Singapore Gaol.

2. I have abstained from replying to the several despatches which you have addressed to me in connection with this matter as I felt that it would be more convenient to reserve my comments for one general review of the whole matter, when, by the receipt of the Report which you now submit, I should have before me the whole of the materials for such a reply.

3. In the result I find that by so deferring my reply, I am relieved from the necessity of dealing in detail with many matters in which I am glad to find that your own views and action have been in accord with those which I should have recommended to you. Thus your declaration of opinion in favour of building a new prison on the cellular system at a short distance from town renders it needless again to press upon you the arguments in favour of the separate system, which on so many occasions and in so many quarters it has been necessary to repeat, when through apathy or parsimony in various parts of Her Majesty's dominions they have been persistently disregarded.

4. With respect to your action in relation to the prisoners who were tried and convicted of participating in the murder of Mr. Dent, I have only to observe that I see no reason to dissent from the conclusions arrived at by yourself and your Legislative Council, as reported in your despatch No. 175 of the 11th of June last.†

5. With regard to the rewards by which you propose to mark your sense of the services rendered by the warders and the European prisoners, I have to observe that the proposal to grant Mr. Lamb an annuity of 35*l.* is a matter on which, for the present, I think it best to reserve my opinion.

The remission of the sentences of the European prisoners who aided in suppressing the outbreak is a measure probably somewhat in excess of what could be sanctioned by Her Majesty's Government in the case of an outbreak in an English convict prison; but the circumstances were critical, and I assume that the majority of the European prisoners were soldiers or sailors not committed for the ordinary offences against person and property, but for offences against the discipline of the military or mercantile marine code. If so, the signal service which they rendered at such a moment may properly be accepted as a reparation for the misconduct of which they may have been guilty.

6. The origin of the outbreak of February last has been very fully discussed in the Reports which you have submitted to me. The immediate cause of the prisoners' resentment was the severity of what is called the penal diet. The close association in which the structural inadequacy of the gaol allowed them to live, facilitated the formation of a conspiracy amongst men of a race who have a peculiar aptitude for secret combination.

That fatal laxity in the discharge of daily routine which has so often led to deplorable catastrophes, gave them the opportunity of preparing in the work-yard and

* No. 21.

† No. 60 of C. 1338 of 1875.

conveying into the precincts of the prison the weapons with which they designed to effect their end. The course unhappily adopted by the late Mr. Dent of ordering the revolvers which had been taken from the warders for a temporary purpose, to be locked up in the magazine when returned, instead of being distributed again among them, gave at first a terrible advantage to the mutineers. Mr. Dent paid with his life for the error of judgment which was involved in this order; and I concur with your Government in deploring the tragical death of an officer who had shown such promise of good service.

7. The immediate causes of the outbreak were such as I have described. Its remoter causes may, perhaps, be attributed to the grafting of some features of the severe system of penal discipline recommended by the Prison Commission of 1871, upon the previously existing indulgent system, and this, without taking those measures and precautions to avert resistance and resentment on the part of the desperate men affected, which prudence and experience would have alike dictated. This leads me to review in some detail the recent history of the prison question in the Straits Settlements. I would willingly have abstained from reviving the narration of transactions which are little creditable to some of those concerned in them. But the outbreak itself was of so serious a nature, and the tragical results appear to have so greatly flowed from continued apathy and indifference to sound principle, that I am led to a general review of the circumstances with reference to the future quite as much as the past.

8. While the Straits Settlements were under the jurisdiction of the Indian Government, they were used as a place of penal servitude for Indian convicts. When these Settlements were declared a Colony in April, 1867, they contained a large convict population enjoying for the most part a greater or less degree of liberty, and none of them subject to discipline specifically deterrent, apart from such elements of deterrence as were involved in transportation beyond the sea. Mixed up with these Indian convicts were a number of local convicts who were the objects of the same lax discipline and indulgent treatment. As the result of correspondence between the Secretaries of State for India and the Colonies, it was ultimately agreed in April, 1873, that the Indian convict population should be removed back to India. In the meantime it had become the duty of the Secretary of State for the Colonies to inform himself, with a view to further consideration and action, as to the system of prison discipline prevailing in the Straits Settlements in as far as it affected the Colonial prisoners. Accordingly, on the 10th of July, 1867, the Duke of Buckingham transmitted to the Governor Mr. Cardwell's Circular despatch of 16th January, 1865, on the subject of prison discipline with the interrogatories therein originally inclosed as to the state of Colonial prisons, together with the digest and summary on prison discipline in the Colonies which had been prepared in connection with the replies already received from the Colonies, to which Mr. Cardwell's Circular had been originally addressed. These documents were accompanied by instructions to Sir Harry Ord to ascertain and report how far the state of the prisons in the Settlements and the system of discipline in operation were in accordance with the principles adopted at home, and how far they were open to objection and capable of improvement.

9. After the lapse of nearly twelve months, namely, on 2nd June, 1868, the Governor sent home answers to the interrogatories, and having stated, as the result of them, that "the management and discipline differs mainly from that adopted at home in the absence of any form of the silent or separate systems, in the absence of provisions for religious instruction, in the general inferiority of the accommodation afforded to criminals, in the greater amount of freedom allowed, in certain cases prisoners being employed as orderlies, messengers, &c., without any direct control over their actions or movements during the whole day, and in the maintenance of the discipline of the prisoners being almost entirely carried out by prisoners themselves," he proceeds to say that "the prisoners are, as a rule, natives of India, China, Ceylon, or the Archipelago, European prisoners being never detained in these Settlements for more than a limited period; and, bearing this in mind, it will not seem singular that an eminent authority on the subject, Dr. Mouatt, Inspector-General of Gaols, Lower Provinces, Bengal, should have spoken of the scrupulous cleanliness, perfect plan of conservancy, excellent order, well regulated system of labour and punishment, and the high standard of health attained, as being unsurpassed in any other well-regulated institutions of the same kind that he was acquainted with in Europe or in Asia. In this," observed the Governor, "I fully concur; and I consider that, though this system of management differs thus widely from that in force at home, the state of these prisons is not open to objection, nor susceptible of improvement in any material point."

10. An analysis of the returns was prepared in the Colonial Office, which is dated "October, 1868," and a despatch from Lord Granville of December following incloses extracts from the analysis, and proceeds:—"The system of discipline as set forth in this

analysis is, as you admit in the body of your despatch, at variance with the principles of management and discipline, which a wide experience in other parts of the world has shown to be indispensable to the suppression of crime, and it is not one which under ordinary circumstances I should take on myself the responsibility of countenancing. However, when I consider that the bulk of the criminals in the Straits Settlements are Indian criminals, that it was the Indian Government which devised the present system, and that, moreover, the whole Indian establishment will shortly be removed, I do not see sufficient reason for directing any immediate change in a plan of management which, however inadequate to deter from crime, is approved of by the Government charged with the punishment of the criminals, useful to the Colonial Government, humane to the convicts, and well administered on its principle, faulty as that principle must be considered. While the indulgent system remains in force for the Indian convicts, it would be dangerous to introduce the more deterrent English system for the Colonial offenders."

11. Sir Harry Ord's answer of the 1st March, 1869, was a strong remonstrance against certain views having been imputed to him in the analysis of the returns, and an explanation of them in some particulars, in which Sir H. Ord alleged that they had been misunderstood and misrepresented. The explanations and corrections do not bear upon the question respecting the principal gaol at Singapore, with which I am at present concerned, nor is the association of prisoners in any gaols disputed. And whilst some of the views attributed by the analysis to the Governor were merely matters of inference, and were not views professed by him, as the terms used by the compiler might be naturally construed to imply, other errors were such as the confused character of the returns made almost unavoidable; and of others, again, the Governor's corrections were themselves palpably erroneous, as shown by the report of the Controller of Convicts, which he inclosed, and on which he assumed to base them. Lord Granville's despatch in reply (17th July, 1869) communicated to the Governor a Minute by the compiler, in explanation of his previous Minute, and admitted that there had been some inaccuracy in the previous one, assuring him, however, that the general tenour of that previous one (of which extracts only had been sent out) was not such as would have been displeasing to him. And Lord Granville concluded thus:—"If there was some inaccuracy to be found in the Memorandum in question, I feel sure that you will be disposed to make allowances for unintentional inexactness; and on revising the 9th paragraph of your despatch now before me, in which you assert that short-sentenced prisoners in the Straits 'work solely within the precincts of the gaol,' and collating it with the statement of the Controller of Convicts, on whose authority you profess to rest it, I think you will acknowledge that it is difficult to be at all times on our guard against inadvertency and error."

Parliamentary
Paper, 1870,
page 67.

Parliamentary
Papers, Aug
1870, page

12. From about the date of this unfortunate controversy, the question of prison reform appears not to have engaged much attention, beyond the promulgation by the Governor in Council of a new set of rules and regulations for the prisons until the spring of 1871. At that time Colonel Anson (who had assumed the temporary administration of the Government), in consequence of Lord Kimberley's circular despatch of 15th April of that year, appointed a Commission to inquire into the subject. The Commission reported in January, 1872, and propounded a scheme of reform. The Commission stated that "the separate system is an essential basis on which to act," and they proposed to carry it out by dividing the two long wards of the Transmarine Gaol into separate cells. "The Gaol at Singapore admits, by partitions being put up in all the cooking premises (the cooking was to be done elsewhere), of a number of open separate places in which men can be employed on irksome works inside the gaol without communication, and we think these partitions should be made as early as possible . . . The whole of the men, or a very large portion (for we look forward to the discipline very much reducing the number of men), can then be employed in separate cells by both day and night (p. 6). We recommend that in Singapore Gaol, at least four European warders, besides the superintendent, be employed, and that free native warders be engaged for service inside the gaol, in the proportion of one to every twenty men; and if this number is doubled, it will give sufficient for night duty as well (p. 7)." They estimated the average number of prisoners in the gaol for inside employment at 500, and they thought that half the fifty free warders required might be released Transmarine convicts, selected for the purpose (p. 7).

Parliamentary
Paper, 1872,
page 74.

13. The Commission of June, 1871, having thus reported in January 1872, a further term was again allowed to elapse, and after six months, the Report was submitted to the Council in June, 1872. The Council considered and approved it on the 13th of that month, and the 11th of the month following, and after a third period of six months (in which the local Government had been consulting the Colonial Engineer and considering how it should

proceed), the Governor on the 3rd December, 1872, communicated to Lord Kimberley the course he had resolved to adopt, which seemed to be all that could be desired, and expressed a hope that everything would be accomplished in the course of 1873. He proposed "to have at Singapore a large central gaol, in which the most approved system of penal discipline that can be applied in this country shall be carried out. The completion (he added) of the work, it is hoped, may be effected in the course of next year" (*i. e.* 1873).

14. The scheme of reform proposed by the Commission did, indeed, leave nothing to be desired; but the Governor's despatch states only that he had "adopted the principal part of the recommendations;" and though the entire adoption of the separate system was no doubt a *very* principal part, I gather from the Report of the sub-Committee (12 November, 1872), and the plans and estimates of the Acting Colonial Engineer, that no such entire adoption of the system was intended. The Sub-Committee says: "The accommodation provided here (at Singapore) by the Acting Colonial Engineer's proposals is based on the estimate of the special *Committee* (meaning the special *Commission*) on prison discipline, but is considerably under the actual present numbers. This the Commission, however, expected to be sensibly reduced, both by the deterrent character of the punishment and the shorter sentences which judges and magistrates would probably feel justified in inflicting as the improved system should become fully developed. It would be, of course, a more perfect scheme to go to a new and more extensive site where the buildings might be more symmetrically arranged and provision at once made as regards the extent of inclosure for any possible number of prisoners; but we do not feel justified in recommending the very considerable extra expenditure so involved. *We think it will be best to proceed gradually with the conversion of the existing prison as proposed.*" And the Acting Colonial Engineer's letter to the Colonial Secretary of 28th September, 1872, speaks of 700 prisoners as the average number to be provided for at Singapore when the long-sentenced prisoners from Penang and Malacca shall have been brought there as intended (the average of the Singapore prisoners alone being 545), and he proposes to take a sum on the estimates for 1873 sufficient to build fifty-two cells and to place the European prisoners only in separation, and to clear the ground for the construction of 200 cells more in 1874, and "These last being completed, the conversion of the existing wards may be proceeded with as funds are available."

15. This was apparently the extent, so far as separation is concerned, of the intended scheme of reform.

In the Governor's despatch, after adverting to the measures "which Secretaries of State have repeatedly urged upon the Government," and which are "of the greatest importance to the welfare of the Settlement," and to which Lord Kimberley had "again recently drawn his earnest attention," he tells Lord Kimberley that he has brought the papers before the Council in the trust that they would be able to mature "a scheme which would remove those evils of which complaint had so justly been made," and he was "glad to be able to state that this expectation has been fully realized and that the Council has unanimously approved of the adoption of measures calculated to place the system of prison discipline and management throughout the Colony on a sound basis."

Now not only had successive Secretaries of State insisted upon separation as indispensable to a sound system, but the local Commission, the "principal part" of whose recommendations the Governor professed to have adopted, says (p. 6): "We cannot but believe, with the Lords' Committee that" . . . "in all prison discipline, the separate system is an essential basis on which to act."

16. The truth is only to be got at by a search through a voluminous mass of inclosures, and Lord Kimberley's answer to the Governor (24th January, 1873) treats him as having really adopted in full the recommendations of the Prison Commission of 1871 (whose report is an able treatment of the subject), and leaves to his discretion the means by which the new system is to be brought into operation.

17. In a despatch of the 22nd of August, 1873, Sir Harry Ord forwarded plans of the new ward of fifty-two, or, as it now appears to be, of fifty-six cells for European prisoners which had been recommended by the Commission of 1871. These plans were approved by Lord Kimberley in a despatch, of the 15th of October, in which, after saying that he considered the Government had acted rightly in commencing them at once, he continued as follows: "I presume that such alterations will be made in the existing prison buildings as will adapt them for the application of the separate system to non-European prisoners."

18. Nor was this the only occasion on which the Secretary of State had taken occasion to remind the Governor of the necessity of providing for the separate system. In his Lordship's despatch of the 22nd of August, 1873, on the Prison Rules, he had observed: "The Rules respecting classification imply the absence of the separate system,

which is no doubt inevitable until the prisons are reconstructed on that system. When the work of reconstruction is completed so as to admit of the separate system, additional Rules as to classification and separation will have to be framed."

To neither of these despatches did the local Government make any reply. And it appears that beyond the construction of the European ward nothing was done to introduce the separate system—such attention as was bestowed by the Public Works Department on prisons being bestowed on the prisons of the minor settlements.

19. The matter of prison reconstruction was, moreover, not the only one on which the Secretary of State seems to have been left in ignorance, and I am sorry to say that the point to which I am about to advert involves a charge against the Colonial Government of a direct disregard of the instructions of the Secretary of State.

20. The Prison Commission of 1871 had recommended the introduction, as a feature of prison discipline, of what had been called in Ceylon "penal diet," that is a diet of rice, salt, and water for natives, and bread, salt, and water for Europeans.

Upon this subject Lord Kimberley observed that the Straits authorities should await the results of an inquiry then proceeding in Ceylon before introducing the Ceylon diet into the Straits gaols.

Despatch No. 13
of 24th January
1873.

From a despatch addressed by Sir Andrew Clarke to the Secretary of State, on the 28th of November following it appeared that Lord Kimberley's instruction had been disregarded, the diet having been at once introduced, although made the subject of special observation by a Medical Committee.

The Report of that Committee appeared eminently unsatisfactory, showing, as it did, that the death rate in the prison had nearly doubled since the introduction of penal diet.

In reply, Lord Kimberley observed: "Looking to the great increase in the death-rate since the introduction of penal diet, I am unable to agree with the Committee that its effects should be further tried. I have to request that a more varied and nutritious diet may be at once introduced, and that at the end of six months its effect may be reported on with reference to the health and death rate of the prisoners."

No. 286, Febru
1874.

"In my despatch No. 13, of the 24th of January, 1873, I intimated that penal diet ought not to be introduced until the results of a similar diet in use in Ceylon had been ascertained. I have to request that you will inquire and explain how it was that this intimation was disregarded."

21. The Secretary of State's request for an explanation was unheeded, and the original instruction, reiterated as it was in the despatch just cited, continued to be neglected. The only notice taken of the despatch was a Memorandum in the usual schedule of unanswered despatches, which month after month stated that the matter was forming the subject of correspondence with other Governments. This Memorandum did not disclose the continued disregard of the Secretary of State's instructions.

22. Such having been the circumstances, I have to request that you will explain to me fully how the instructions contained in my predecessor's two despatches came to be neglected. Further, I must request that you will ascertain and inform me through whose hands those despatches passed, what annotations, if any, were made on them in relation to the penal diet question, what action was taken upon them, and how they were finally disposed of. In the meantime I must add that I am not convinced as to the merits of the lower form of penal diet by the opinions which your Government has collected from persons in the Straits Settlements and from other Colonies, and I must, therefore, request that, in accordance with the instructions of my predecessor, contained in his despatch No. 28, of the 6th of February, 1874, you will immediately direct that a more varied and somewhat more nutritious diet be at once introduced, and that its effect be reported on after six months in relation to the health and death-rate of the prisoners as compared with the health and death-rate since the introduction of penal diet.

23. The plans of the new prison which you have forwarded shall receive my consideration, and I will address you later upon the subject. The introduction of the separate system and the maintenance of a vigilant discipline may, I hope, in time place the penal system on a sound footing. Major Gray, who is to take the place of the late Mr. Dent, has completed his course of training in the English convict prisons, and I have every reason to hope that, as a disciplinarian and administrator, he will prove equal to the difficult and responsible task which lies before him. In that task he will need more efficient assistance than can at present be afforded him from the prison staff of the Colony, and one of the first questions which you will have to consider in conjunction with him after his arrival is the addition to be made to the strength of the prison staff.

24. In conclusion, I have to request that you will convey to the President and

members of the Committee appointed to inquire into the causes of the outbreak my appreciation of the labour and care which they have devoted to the investigation of the most lamentable event which has yet occurred in the history of prison administration in the British Colonies

I am, &c.
(Signed) CARNARVON.

No. 23.

The Earl of Carnarvon to the Officer administering the Government of Ceylon.

Sir,

Downing Street, November 5, 1875.

I HAVE had under my consideration, in relation to the outbreak of February last in the Singapore Gaol, the question of the propriety of subjecting prisoners to what is called "penal diet."

The conclusion at which I have arrived is, that prisoners at hard labour ought not for any period of their time to be confined to a diet of rice, salt and water, or bread, salt and water, as these articles do not, in my judgment, contain the elements of nutrition necessary for the sustenance of prisoners at hard labour; and I have to request that you will arrange for some addition to be made to the list of articles of diet supplied to prisoners during the period in respect of which they are now liable to be subjected to penal diet.

The addition need not be otherwise than distinctly moderate, and I have to request that you will report to me after consultation with the Chief Medical Officer of your Government, in what manner you propose to execute my instructions.

I have, &c.
(Signed) CARNARVON

Note.—A similar despatch was sent to Hong Kong.

No. 24.

*Governor Sir W. F. D. Jervois, R.E., K.C.M.G., C.B., to the Earl of Carnarvon.—
(Received November 8.)*

My Lord,

Government House, Singapore, September 28, 1875.

WITH reference to paragraph 7 of my despatch of 21st August,* I am happy to be able to inform your Lordship that the Committee which I appointed to inquire into the conduct of Gaoler McDonald during the outbreak in the Singapore Prison in February last, consisting of the Honourable Thomas Shelford, Member of the Legislative Council, the Inspector-General of Police, and the Magistrate of Police, entirely acquit Mr. McDonald of the charge of having done anything less than his duty in leaving the gaol to arrest any convicts who had escaped from it, or prevent the escape of any who were attempting to get over the walls.

I should add, that Lieutenant Hodgson, the Acting Superintendent of Prisons, an officer who, since Mr. Dent's death, has conducted the prison business with great satisfaction to all concerned, reports in high terms of Mr. McDonald as a very efficient gaoler.

I have, &c.
(Signed) WM. F. DRUMMOND JERVOIS.

No. 25.

The Earl of Carnarvon to Governor Sir W. F. D. Jervois, R.E., K.C.M.G., C.B.

Sir,

Downing Street, November 24, 1875.

I HAVE the honour to acknowledge the receipt of your despatch of the 28th September.† I have learnt with satisfaction that the conduct of Gaoler McDonald,

* No. 21.

† No. 24.

during the outbreak in the Singapore Prison in February last, has been approved of by the Committee appointed to inquire into and to report on the matter.

I have, &c.
(Signed) CARNARVON.

No. 26.

The Earl of Carnarvon to Governor Sir W. F. D. Jervois, R.E., K.C.M.G., C.B.

Sir,

Downing Street, December 12, 1875.

WITH reference to your despatch of the 21st of August, and my reply of the 5th November last,* on the outbreak in Singapore Gaol, I have the honour to acquaint you that I have given careful consideration to the proposal made by the Government of the Straits Settlements to grant an annuity of 35*l.* a year to Warder Lamb for his conduct on that occasion.

While I fully recognize the value of the services rendered by him, I think it right to point out that it is contrary to the practice observed in the administration of convict prisons in this country, that a prison officer should receive any reward beyond that of promotion in the service for the discharge of his duty, however bravely he may have acted in suppressing an outbreak, or capturing escaped prisoners.

Nevertheless the catastrophe which occurred in the present case is probably without parallel, and I am desirous to give effect to the unanimous opinion of the Council, that the meritorious conduct of Warder Lamb should be rewarded by some substantial mark of appreciation; but that I am of opinion, instead of an annuity of 35*l.* being granted to him, his salary should be increased by that amount, that is to say, that it should be raised from 140*l.* to 175*l.*

You have, therefore, my sanction for increasing his salary accordingly.

I have, &c.
(Signed) CARNARVON.

* No. 21 and 22.

NAVY (H. M. S. "VANGUARD").

RETURN to an Order of the Honourable The House of Commons,
dated 16 February 1876;—for,

COPY "of SAILING ORDERS issued to Vice Admiral *Tarleton* for the Conduct of the RESERVE SQUADRON :"

"RETURN of the Number of entire DAYS during which the SQUADRON was at SEA :"

"STATEMENT of the Movements of the SQUADRON during the CRUISE :"

"RETURN of the Date of the Termination of the CRUISE of the 'VANGUARD' while carrying the Fleet-men :

a. Total Number of CREW of 'VANGUARD,' including Fleet-men ;

b. Total Number of the CREW of the 'VANGUARD' on the 1st day of September ;

c. Total Number of CREW of 'IRON DUKE,' including Fleet-men, on the 1st day of September :"

"COPIES of any APPLICATION for Permission to 'VANGUARD' to proceed from *Kingstown* to *Cork* on the 1st day of September :"

"Of ORDERS under which 'VANGUARD' was proceeding from *Kingstown* to *Cork* :"

"EXTRACTS from FOG SIGNAL INSTRUCTIONS, giving the Articles referred to in the Evidence taken before the Court Martial on the Loss of the 'VANGUARD' (Articles 2, 7, and 9) :"

"And, from the GENERAL SIGNAL BOOK, showing the Purport of Signal 017, referred to in the Admiralty Minute, dated the 12th day of October, with DIAGRAM showing the Direction in which the Ships of the Squadron would have moved had it been made."

Admiralty, }
17 February 1876. }

THOMAS WOLLEY,
Chief Clerk.

(*Mr. Goschen.*)

Ordered, by The House of Commons, to be Printed,
18 February 1876.

P A P E R S
RELATING TO
HER MAJESTY'S SHIP "VANGUARD."

— 1. —

COPY of SAILING ORDERS issued to Vice Admiral *Tarleton* for the Conduct of
the RESERVE SQUADRON.

Admiral Superintendent of
Naval Reserves,

Admiralty, 23 June 1875.

I AM to acquaint you that the Reserve Squadron, consisting of the ships
named in the margin, is to assemble at Portland the last week in July, for a five
or six weeks' cruise for service under your orders.

2. The "Favorite" is to cruise by herself, and also the "Aurora," if found
fit, and under sail alone.

By command of their Lordships,
(signed) *Robert Hall.*

"Penelope,"
"Iron Duke,"
"Vanguard,"
"Defence,"
"Achilles,"
"Hector,"
"Warrior."

Admiral Superintendent of
Naval Reserves,

Admiralty, 3 July 1875.

WITH reference to my letter of 23rd ultimo, I am to acquaint you that it is
proposed that the cruise of the Reserve Squadron should take place off the west
and east coast of Ireland, and that visits should be made by the ships to various
ports in that island.

2. Under these circumstances their Lordships desire you will report at what
ports it is desirable coals and fresh provisions should be provided.

By command of their Lordships,
(signed) *Robert Hall.*

Admiral Superintendent of
Naval Reserves,

Admiralty, 23 July 1875.

WITH reference to my letters of 23rd ultimo and 3rd instant, and to your
submissions Nos. 555 and 589 of the 5th and 20th instant respectively, I am
to signify their Lordships' direction to you, after the arrival of the ships named
in the margin at Portland, to hoist your flag on the 26th instant on board the
"Warrior," and as soon as the squadron is ready for sea to proceed with them
to cruise for the purpose of exercise and evolutions, both under steam and sail,
and also with a view of testing the state of efficiency of their crews in
regard to seamanship as well as gunnery.

"Warrior,"
"Hector,"
"Defence,"
"Vanguard,"
"Achilles,"
"Iron Duke,"
"Penelope."

2. Leaving Portland about the 27th instant, you are to visit during your cruise the following ports at about the dates named, viz. :—

	Arrive.	Sail.
Berehaven - - - - -	1 August - - -	2 August.
Tarbert - - - - -	6 „ - - -	9 „
Galway - - - - -	10 „ - - -	12 „
Black Sod Bay - - - - -	13 „ - - -	15 „
Lough Swilly - - - - -	18 „ - - -	24 „
Belfast - - - - -	26 „ - - -	28 „
Kingstown - - - - -	30 „ - - -	—

3. The squadron is to coal at Lough Swilly except the “Defence,” which ship is to proceed to Queenstown for that purpose.

4. In the event of bad weather you are to take the squadron into such port as you may deem convenient, as their Lordships consider it inexpedient that the ships should be kept at sea under such circumstances.

5. You are to keep their Lordships informed of all your proceedings, reporting your arrival at the several ports by telegraph.

6. Should the “Defence” or “Iron Duke” not be ready to proceed with the squadron from Portland, you are to leave instructions for their joining you at a rendezvous.

7. Their Lordships approve of the disposal of the several ships at the termination of the cruise, as proposed by you, viz. :—

The “Defence” to be detained at Belfast, and to go to Lough Swilly after landing her Coastguard men.

The “Vanguard” and “Achilles” to part company when the squadron leaves Kingstown, land their Coastguard men, and return to their stations.

The remainder of the ships to accompany your Flag to Portland, whence the “Iron Duke,” “Hector,” and “Penelope” will be detached to land their men, the two former returning to their stations, and the “Penelope” to Sheerness, with a view to her turning over her crew to the “Endymion,” when that ship is ready to receive them, whilst the defects of the “Penelope” are made good by the Dockyard.

By command of their Lordships,
(signed) *Robert Hall.*

Admiral Superintendent of
Naval Reserves,

Admiralty, 30 July 1875,

WITH reference to their Lordships' orders of 23rd instant, I am to acquaint you that it appears to them expedient that the squadron under your command should visit Queenstown the first week in September, for three or four days before the ships proceed to their several destinations, and you are to make the necessary arrangements accordingly, observing that the local authorities at Cork have been informed on the subject.

By command of their Lordships,
(signed) *Robert Hall.*

Admiral Superintendent of

Naval Reserves,

Admiralty, 23 August 1875.

WITH reference to your letter of the 18th instant, No. 674, reporting the proceedings of the squadron under your command, I am to acquaint you that my Lords approve of the following movements of the ships of the squadron as proposed by you :—

1. The "Defence" to proceed, on the departure of the squadron from Rathmullen (on the 23rd instant, this day), to Blacksod Bay, to transfer the Coastguard men of the Southern Division to her tender for landing, and to return to Rathmullen, and remain until the end of October.

2. On the departure of the squadron from Dublin Bay the "Achilles" is to be detached and to return to her station, and the "Penelope" to proceed to Sheerness after disembarking the men of the Harwich district.

3. On leaving Queenstown the "Vanguard," after landing the men of the Southern division, will proceed to Lough Foyle to remain till the end of October, and then to return to Kingstown.

4. The stokers on board the "Achilles" belonging to Devonport are to be removed before that ship parts company with the squadron.

By command of their Lordships,

(signed) *Vernon Lushington.*

— 2. —

RETURN of the Number of Entire DAYS during which the Squadron
was at SEA.

Seventeen days or parts of days between the 29th July and 1st September.

— 3. —

STATEMENT of the Movements of the Squadron during the CRUISE.

CRUISE of 1st RESERVE SQUADRON, 1875, consisting of "Warrior" (Flag), "Iron Duke," "Vanguard,"
"Hector," "Penelope," "Defence."

P O R T.	Date of Arrival.	Date of Departure.	R E M A R K S.
Portland - - - - -	- - - - -	10 a.m. - - 29 July	
Berehaven - - - - -	1 August - - Noon	4.15 p.m. - 3 Aug.	
Tarbert - - - - - (River Shannon.)	5 " - 1.15 p.m.	5.30 p.m. - 7 "	
Galway - - - - -	8 " - 9.30 a.m.	6.20 p.m. - 12 "	
Black Sod Bay - - - - -	13 " - 10.15 a.m.	10.45 a.m. - 14 "	22nd August.—"Defence" ordered to land Coast Guard men, Black Sod Bay, and then return to Lough Swilly, her own station. On 30th, "Penelope" left for Sheerness. On 1st September, "Achilles" left for the Mersey On 1st, "Vanguard" went down off the Kish Light. On the 4th September, at 5.15 p.m., "Hector" and "Iron Duke" left for Devonport ; "Warrior" remained until the 6th September, when she left for Portland, where she arrived on 9th September.
Lough Swilly - - - - -	15 " - 4.30 p.m.	7.30 a.m. - 23 "	
Belfast Lough - - - - -	24 " - 7.15 a.m.	7.15 p.m. - 27 "	
Dublin Bay - - - - -	28 " - 11.20 a.m.	10.40 a.m. - 1 Sept.	
Cork Harbour - - - - - Hector and Warrior only.	3 September 9.15	4.30 p.m. - 3 "	
Kish Light - - - - - Hector and Warrior, and found Iron Duke there.	4 " - 1 p.m.	—	

— 4. —

RETURN of the Date of the Termination of the CRUISE of the "VANGUARD"
while carrying the Fleet Men.

31st August 1875.

— 5. —

A.—Crew of the "Vanguard" - - - - -	341
Fleet-men on board, for exercise - - - - -	171
TOTAL - - - - -	512
B.—Total number of the Crew of the "Vanguard," on the 1st day of September - - - - -	341
C.—Crew of the "Iron Duke" - - - - -	382
Fleet-men on board, for exercise - - - - -	157
TOTAL - - - - -	539

— 6. —

COPIES of any APPLICATION for Permission to "VANGUARD" to proceed from
Kingstown to Cork on the 1st day of September.

None.

— 7. —

COPY of ORDERS under which "VANGUARD" was proceeding from *Kingstown*
to *Cork*.

Admiral Superintendent of
Naval Reserves,

Admiralty, 30 July 1875.

WITH reference to their Lordships' Orders of the 23rd instant, I am to acquaint you that it appears to them expedient that the squadron under your command should visit Queenstown the first week in September, for three or four days before the ships proceed to their several destinations, and you are to make the necessary arrangements accordingly, observing that the local authorities at Cork have been informed on the subject.

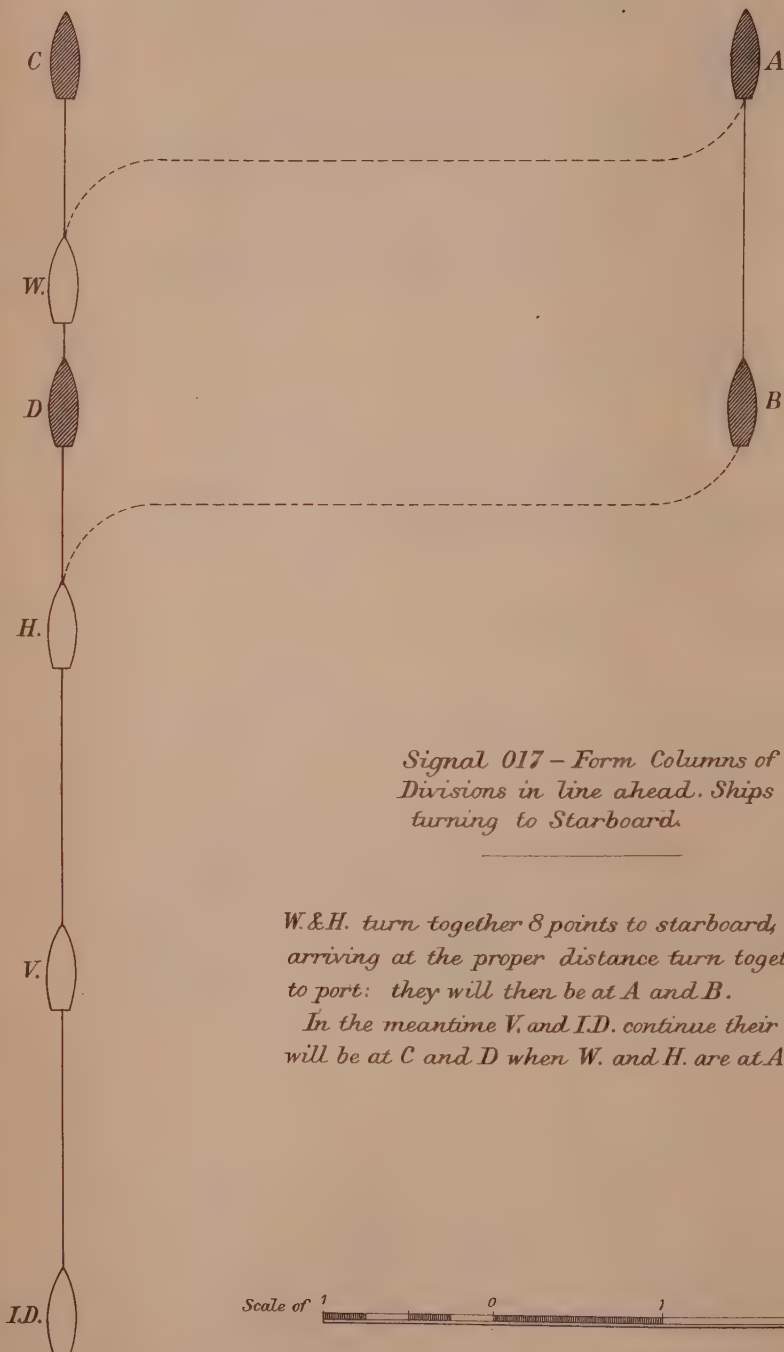
By command of their Lordships,
(signed) *Robert Hall*.

— 8. —

EXTRACTS from FOG SIGNAL INSTRUCTIONS, giving the Articles referred to in the Evidence taken before the Court Martial on the Loss of the "Vanguard." (Articles II., VII., and IX.)

Art. II. During a fog the Fleet is to maintain the same order, and steer the same course, as it may have been doing before the fog came on. If it has been sailing by the wind, it is to continue to sail in the same manner and on the same tack, whatever change may take place in the direction of the wind, unless ordered by signal to do otherwise. If the Fleet is under sail, and by a change

DIAGRAM.



change in the wind, or by a breeze springing up after a calm, different from that which blew before it, the Fleet should not be able to continue on its former course, the Admiral may make the signal to sail by the wind on that tack which may at the time be most advantageous; but if the wind should have become favourable for sailing on any particular course, the Admiral, after the signal to sail by the wind has been fully repeated long enough for it to be obeyed, will signify, if necessary, by the proper signal, the number of points he has to sail from the wind.

Art. VII. During fogs the speed of the Fleet, except under special circumstances, shall not exceed three to four knots per hour.

Art. IX. Close order is as much as possible to be maintained in a fog.

— 9. —

EXTRACT from the GENERAL SIGNAL BOOK, showing the purport of Signal 017, referred to in the Admiralty Minute dated the 12th day of October, with DIAGRAM showing the direction in which the ships of the squadron would have moved had it been made.

(See Diagram opposite.)

NAVY (H. M. S. "VANGUARD)."

P A P E R S

RELATING TO

HER MAJESTY'S SHIP
"VANGUARD."

(*Mr. Goschen.*)

*Ordered, by The House of Commons, to be Printed,
18 February 1876.*

50.

Under 2 oz.

NAVY (FLEETMEN ON THE "VANGUARD").

RETURN to an Order of the Honourable The House of Commons,
dated 24 February 1876;—for,

STATEMENTS "of the DISTRICTS and STATIONS to which the 171 FLEET-MEN Embarked on Board the 'VANGUARD' during her late Cruise belonged:—"

"And, of the Mode in which the FLEETMEN belonging to the QUEENSTOWN DISTRICT were conveyed to their Destination after the Completion of the Cruise."

Admiralty, }
24 February 1876.

THOS. WOLLEY,
Chief Clerk.

STATEMENT of the DISTRICTS and STATIONS to which the 171 FLEETMEN embarked on board the
"VANGUARD" during her late Cruise belonged.

STATION.	Number of Officers Embarked.	Number of Men Embarked.	Number of Days Borne.	STATION.	Number of Officers Embarked.	Number of Men Embarked.	Number of Days Borne.
Buncrana - - -	-	2	43	Five Mile Point - - -	-	2	39
Malin Head - - -	-	1	45	Wicklow Head - - -	1	3	39
Culdaff Bay - - -	-	2	45	Jack's Hole - - -	-	2	39
Port Kennigoe - - -	-	2	45	Arklow - - -	-	2	40
Greencastle - - -	-	4	43	Kilmichael - - -	-	2	40
Moville - - -	-	3	43	Ballymoney - - -	-	2	39
Portrush - - -	1	3	47	Courtown - - -	-	2	39
Port Ballintrae - - -	-	2	47	Morris Castle - - -	1	-	40
Port Ballintoy - - -	-	2	47	Rosslare - - -	-	1	38
Ballycastle - - -	-	2	44	Arthurstown - - -	-	1	41
Torr Head - - -	-	2	44	Crosshaven - - -	1	5	55
Cushendun - - -	-	2	44	Roches Point - - -	-	4	53
Cushendall - - -	-	2	46	Poor Head - - -	-	3	53
Glenarm - - -	-	3	44	Ballycorney - - -	-	2	51
Ballygally - - -	-	2	44	Ballycotton - - -	-	2	54
Larne - - -	-	3	44	East Ferry - - -	-	2	51
Port Muck - - -	-	2	44	Oyster Haven - - -	-	2	55
Whitehead - - -	-	4	44	Dunny Cove - - -	-	4	55
Carrickfergus - - -	1	3	45	Barry's Cove - - -	-	2	54
Whitehouse - - -	-	2	45	Courtmarsherry - - -	1	3	55
Cultra - - -	-	2	45	Granfeen Point - - -	-	1	51
Clandeboyne - - -	-	3	45	Old Head - - -	-	2	55
Bangor - - -	1	3	45	Upper Cove - - -	-	3	55
Groomsport - - -	-	2	45	Robert's Cove - - -	-	4	55
Orlock Hill - - -	-	2	44	Crookhaven - - -	-	3	56
Donaghadee - - -	-	4	45	Schull - - -	-	2	56
Millisle - - -	-	2	37	Baltimore - - -	1	2	56
Roddens - - -	-	4	37	Barlogne - - -	-	1	52
Burr Point - - -	-	2	37	Castletownsend - - -	1	3	55
Cloghy - - -	-	2	37	Union Hall - - -	-	3	56
Tara - - -	-	1	38	Mill Cove - - -	-	3	55
Laytown - - -	-	1	39	Castletown - - -	-	5	57
Portrane - - -	-	1	40	Cahirmore - - -	-	2	56
Malahide - - -	-	2	40				
Howth - - -	-	1	37				
Ringsend - - -	1	-	38	TOTAL - - -	10	161	—
Greystones - - -	-	1	38				

MODE in which the FLEETMEN belonging to the QUEENSTOWN DISTRICT were conveyed to their
Destination after the completion of the Cruise.

The Men were conveyed to their Stations by Coast Guard Cruisers in accordance with the usual practice.

NOTE.

By an error in office, the crews of the "Vanguard" and "Iron Duke," as given at page 6 of the Parliamentary Return, No. 50, "Navy (H. M. S. 'Vanguard')," are incorrectly stated.

The numbers furnished were those on board at the commencement of the cruise, and not those actually on board on the 1st of September. These numbers should be as follows:—

A.—(1.) The complement of the "Vanguard" consisted of 324 Officers, Seamen, Boys, and Marines.

(2.) The Fleetmen were received and discharged in varying numbers and at various dates between 2nd July and 30th August 1875; the maximum number on board at any one time having been 288 on 24th and 25th July, and only 24 finally remaining on the 30th August, when they were discharged to the shore.

The actual number of Fleetmen on board the "Vanguard" *for exercise* during the cruise, was 171 (including 10 chief officers).

	No.
B.—Total Number of the Crew of the "Vanguard" on the 1st September	
(including 27 Supernumeraries) - - - - - - - -	351

C.—Total Number of Crew of "Iron Duke," including Fleetmen, on the 1st day of September:

Officers, Seamen, Boys, and Marines	-	-	-	-	405
Fleetmen (borne on 1st September)	-	-	-	-	210
					615

NAVY (FLEETMEN ON THE
"VANGUARD.")

STATEMENTS of the DISTRICTS and STATIONS to which the 171 FLEETMEN embarked on Board the "Vanguard" during her late Cruise belonged: And of the Mode in which the FLEETMEN belonging to the QUEENSTOWN DISTRICT were conveyed to their Destination after the Completion of the Cruise.

(*Mr. Goschen.*)

*Ordered, by The House of Commons, to be Printed,
25 February 1876.*

NAVY (LOSS OF THE "VANGUARD").

RETURN to Two Orders of the Honourable The House of Commons,
dated 28 February and 9 March 1876;—*for*,

(ORDER, 28 February 1876.)

COPY "of a further MINUTE relating to the Loss of H.M.S. 'VANGUARD.' "

(ORDER, 9 March 1876.)

COPIES "of any REPORT of the HYDROGRAPHER on the Set of the TIDE in
the Neighbourhood of the Spot where the 'VANGUARD' was wrecked:"

"And, of any CHANGES in the SIGNAL BOOK or other REGULATIONS in the
NAVAL SERVICE made by the BOARD of ADMIRALTY in consequence of
the Facts disclosed by the Loss of the 'VANGUARD.' "

■

Admiralty, }
13 March 1876. }

THOS. WOLLEY.
Chief Clerk.

(*Mr. Goschen.*)

Ordered, by The House of Commons, to be Printed,
13 March 1876.

COPY of further MINUTE relating to the Loss of the "VANGUARD;" also, COPIES of REPORT of the HYDROGRAPHER on the Set of the TIDE in the Neighbourhood of the Spot where the "VANGUARD" was wrecked; and, of any CHANGES in the SIGNAL BOOK or other REGULATIONS in the NAVAL SERVICE made by the BOARD of ADMIRALTY in consequence of the Facts disclosed by the Loss of the "VANGUARD."

— 1. —

COPY of further MINUTE relating to the Loss of the "VANGUARD."

THERE has been no Admiralty Minute in reference to the loss of the "Vanguard" subsequent to the Minute of 12th October 1875, already presented to Parliament.

— 2. —

COPY of the HYDROGRAPHER'S REPORT on the Set of the TIDE in the Neighbourhood of the Spot where the "VANGUARD" was wrecked.

"It was high water at Dublin Bay (Kingstown) at 11 h. 52 m. a.m., on the 1st September 1875; at the Kish light-ship the N.E. or in-going stream of the Irish Channel ceased at 10 h. 50 m. a.m., and the S.W. or out-going stream commenced at 11 h. 15 m. a.m.

"At the Codling light-ship, on the same day, the N.E. or in-going stream ceased at 10 h. 35 m. a.m., and the S.W. or out-going stream commenced at 11 h. a.m.

"At the Kish light-ship the maximum strength of the out-going stream, that is, at springs, is two knots an hour; this rate would be attained at 2 h. 15 m. p.m. on the 1st September 1875.

"At the Codling light-ship, on the same day, the maximum strength of the out-going stream being three knots, that rate would be attained at 2 h. p.m.

"The direction of the out-going stream at the Kish and Codling light-ships is S.W., and five miles east of this limit the direction is S.S.W.

"From the above data* it may be assumed that the set of the tidal stream in the track of the Reserved Squadron would, on the day in question, be as follows:—

" From noon	to 1 p.m.,	1 to 1½ knots,	S.W. by S.
"	1 p.m. to 2 p.m.,	1½ to 2½	" S.W. by S.
"	2 p.m. to 3 p.m.,	3 to 2½	" S.W. by S.

"As regards the drift after the collision, I would observe that there is a difference between the positions assigned to the wreck by the 'Iron Duke' and 'Vanguard' (see charts in 'Vanguard' papers) and the actual position, as subsequently ascertained, the 'Iron Duke's' position differing seven cables and the 'Vanguard' 3½ cables therefrom.

"Taking

* See "Admiralty Tide Tables, 1875," pp. 71, 125, 126; also "Hydrographic Notice, No. 30," "Sailing Directions, Coast of Ireland," Part I., p. 13, published 31st December 1874.

" Taking each of the statements of the ship's position at the time of collision (0h. 50m. p.m.) and at the time of the 'Vanguard' sinking (2h. 0m. p.m.), the result is as follows:—

" Drift, according to 'Iron Duke' - - S. by W. $\frac{1}{2}$ W. - $2\frac{1}{2}$ miles.

" " " 'Vanguard' - - S. $\frac{3}{4}$ W. - - $2\frac{1}{2}$ miles.

" Calculated drift, if a mean position is taken }
 " from those given by the two ships at the } S. by W. - - 2 miles.
 " time of collision - - - - - }

(All bearings by compass).

(signed) " *Fredk. John Evans*, Hydrographer."

— 3. —

COPY of any CHANGES in the SIGNAL BOOK or other REGULATIONS in the NAVAL SERVICE made by the BOARD OF ADMIRALTY in consequence of the Facts disclosed by the Loss of the "VANGUARD."

THE following addition has been made to Article 2 of the Fog Signals:

" Or, if the fleet is under steam and sail, the ships are to act as if under sail alone, until the signal shall have been made to 'Furl Sails.' " (Sig. 21, p. 50.)

" In case of wind falling to a calm, signal should be made to 'Furl Sails.' "

But this addition was not made in consequence of the facts disclosed by the loss of the "Vanguard."

NAVY (LOSS OF THE "VANGUARD.")

COPY of REPORT of the HYDROGRAPHER on the Set of the Tide in the Neighbourhood of the Spot where the "VANGUARD" was wrecked; and, of any CHANGES in the SIGNAL BOOK or other REGULATIONS in the NAVAL SERVICE made by the BOARD of ADMIRALTY in consequence of the Facts disclosed by the Loss of the "VANGUARD."

(*Mr. Goschen.*)

*Ordered, by The House of Commons, to be Printed,
13 March 1876.*

NAVY (LOSS OF THE "VANGUARD").

RETURN to Two Orders of the Honourable The House of Commons,
dated 14 and 24 March 1876;—*for*,

(ORDER, 14 March 1876.)

THAT there be added to the RETURN ordered on the 9th March, relative to the Loss of the "VANGUARD," the following Particulars, namely:—

- "The ascertained DIMENSIONS of CHASM which the Stem of H.M.S. 'IRON DUKE' made in the Side of Her Majesty's late Ship 'VANGUARD:'"
- "The similar DIMENSIONS, &c. made by the formidable Prow or Spur of H.M.S. 'HERCULES' in the Side of H.M.S. 'NORTHUMBERLAND,' Christmas 1872, off *Madeira*:"
- "And further, with a View to elucidate the Water-tight Arrangements, the Structural Differences, and Typical Construction of both Class of Ships, the same shall be accompanied with Shaded and Perspective Mid-ship Sectional Plans of the 'VANGUARD' and 'NORTHUMBERLAND' Class, illustrating the 'Wing-passage' Bulkhead, its Purpose and Uses; and such other descriptive Details as given in the Text Book of the late Chief Constructor of the Navy, and at Chap. 12, pp. 284–5, of 'Our Iron-clad Ships.'"

(*Captain Pim.*)

(ORDER, 24 March 1876.)

RETURN "giving EXTRACT from the SIGNAL BOOK of the ARTICLE referred to by Lieutenant *Evans*, in his Evidence before the Court Martial on the Loss of the 'VANGUARD,' as justifying him in steering the 'IRON DUKE' out of Line. (Signal Book, page 74, Article 16.)"

(*Mr. Seely.*)

Admiralty, }
27 March 1876. }

THOS. WOLLEY,
Chief Clerk.

Ordered, by The House of Commons, to be Printed,
27 March 1876.

NAVY (LOSS OF THE "VANGUARD").

RETURN of the ascertained DIMENSIONS of CHASM which the Stem of H.M.S. "IRON DUKE" made in the Side of Her Majesty's late Ship "VANGUARD."

THE hole made by the "Iron Duke" in the "Vanguard" was reported by the diver to be as follows:—

"From the lower part of longitudinal to the lower part of armour shelf it measures in breadth two feet in the bottom, three feet in the centre, and two feet at the armour shelf; that it is 9 ft. 6 in. in length. The first strake of armour-plate appears to have gone in about 15 inches bodily; it is struck in the centre by the centre of the 'Iron Duke's' prow. The next or second strake of armour-plate appears to have gone in about six inches below, and an inch and a half above."

SIMILAR DIMENSIONS, &c., made by the formidable Prow or Spur of H.M.S. "HERCULES" in the Side of H.M.S. "NORTHUMBERLAND," Christmas 1872, off *Madeira*.

THE hole in the "Northumberland" made by the prow of the "Hercules" was an irregular hole, the extreme length of which (measured vertically) was about $4\frac{1}{2}$ feet, and its breadth about $2\frac{1}{2}$ feet. There was no disturbance of the armour.

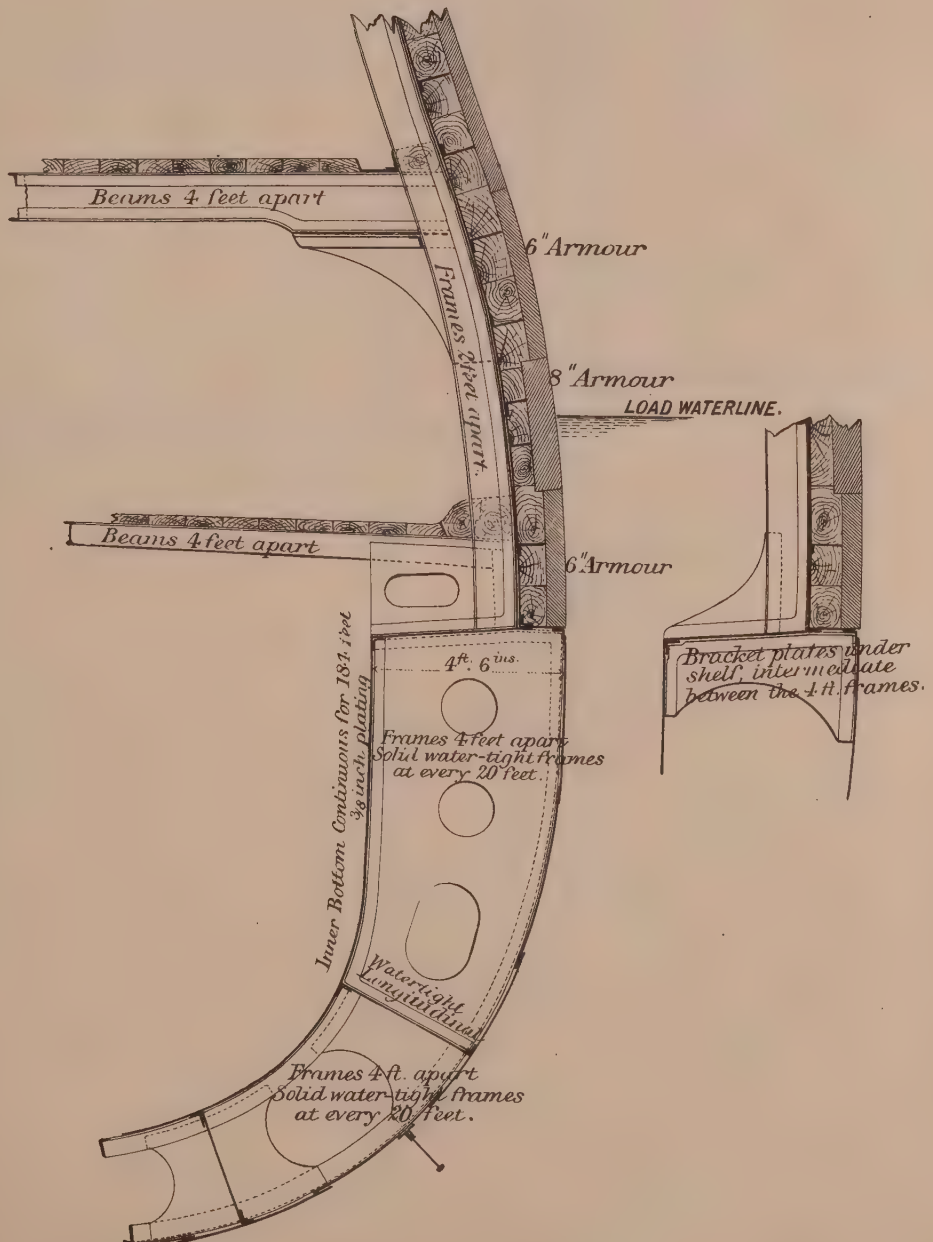
EXTRACT from the SIGNAL BOOK of the ARTICLE referred to by Lieutenant *Evans*, in his Evidence before the Court Martial on the Loss of the "VANGUARD," as justifying him in steering the "IRON DUKE" out of Line.

ARTICLE XVI.

"ALTHOUGH it is the duty of every ship to preserve as correctly as possible the station assigned to her, yet if any ship, in disobedience to these directions, should, by attempting to pass through the columns, or by any other improper conduct, expose another to the risk of being run down, that other ship is no longer to attend to the preserving of her station, but is to do whatever may be necessary to avoid the danger to which she may be exposed; for it can scarcely ever happen, that as great inconvenience will arise from a ship being out of her station, as may be occasioned by two ships falling on board each other."

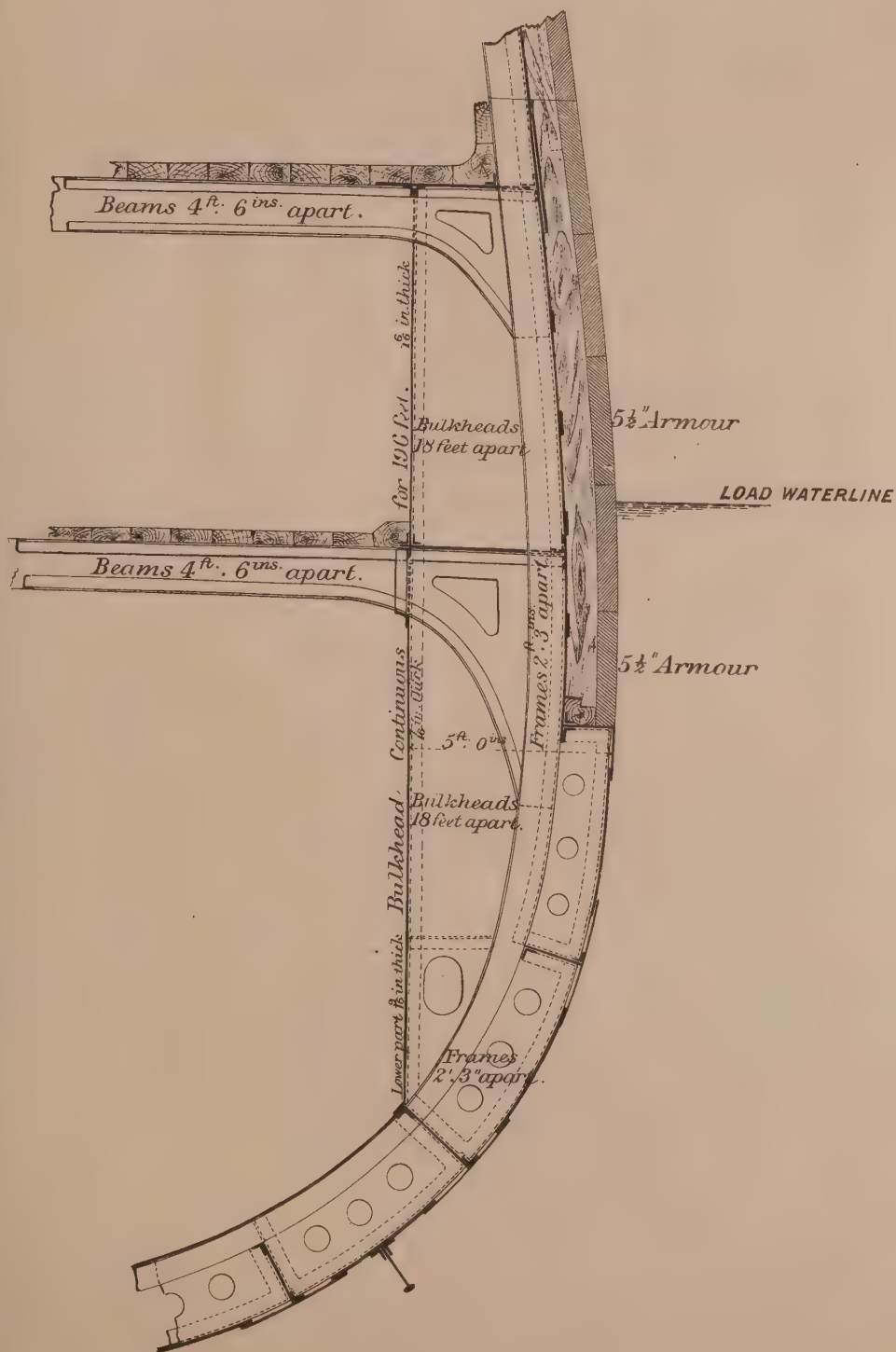
SKETCH SHEWING PART OF MIDSHIP SECTION OF "VANGUARD".

Scale $\frac{1}{4}$ in.—One foot.



SKETCH SHEWING PART OF MIDSHIP
SECTION OF "NORTHUMBERLAND".

Scale $\frac{1}{4}$ in. = One foot.



NAVY (LOSS OF THE "VANGUARD").

RETURN of the ascertained DIMENSIONS of CHASM which the Stem of H.M.S. "Iron Duke" made in the Side of Her Majesty's late Ship "Vanguard;" the similar DIMENSIONS, &c. made by the formidable Prow or Spur of H.M.S. "HERCULES" in the Side of H.M.S. "NORTHUMBERLAND," Christmas 1872, off *Madeira*, &c.

(*Captain Pim.*)

EXTRACT from the SIGNAL BOOK of the ARRIVAL referred to by Lieutenant *Evans*, in his Evidence before the Court Martial on the Loss of the "VANGUARD," as justifying him in steering the "Iron Duke" out of Line.

(*Mr. Seely.*)

Ordered, by The House of Commons, to be Printed,
27 March 1876.

[*Price 6 d.*]

98—1.

Under 1 oz.

"VANGUARD" COURT-MARTIAL.

MINUTES OF PROCEEDINGS

AT

**A COURT-MARTIAL HELD AT DEVONPORT IN
SEPTEMBER 1875,**

TO INQUIRE INTO

THE LOSS OF H.M.S. "VANGUARD";

AND

**COPY OF THE ADMIRALTY MINUTE IN RELATION
THERETO.**

ADMIRALTY, FEBRUARY 1876.

Presented to both Houses of Parliament by Command of Her Majesty.



LONDON:

PRINTED BY GEORGE EDWARD EYRE AND WILLIAM SPOTTISWOODE,
PRINTERS TO THE QUEEN'S MOST EXCELLENT MAJESTY.
FOR HER MAJESTY'S STATIONERY OFFICE.

[C.—1384.] Price 12s.

1876.

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MINUTES OF PROCEEDINGS

AT

A COURT-MARTIAL held on board Her Majesty's Ship "Royal Adelaide," in Hamoaze, at Devonport, on Friday, the Tenth day of September 1875, and by adjournments until the Twenty-ninth day of September 1875.

PRESENT:

Rear Admirals.

THE RIGHT HON. LORD JOHN HAY, C.B., H.M.S. "BLACK PRINCE," *President.*

WILLIAM CHARLES CHAMBERLAIN, H.M.S. "Indus."

Captains.

CHARLES WEBLEY HOPE, A.D.C., H.M.S. "Resistance."

RADULPHUS BRYCE OLDFIELD, A.D.C., C.B., H.M.S. "Indus."

THOMAS BRIDGEMAN LETHBRIDGE, H.M.S. "Black Prince."

HONOURABLE WILLIAM JOHN WARD, H.M.S. "Cambridge."

WILLIAM HENRY EDYE, H.M.S. "Impregnable."

GEORGE HENRY PARKIN, H.M.S. "Triumph."

ALGERNON CHARLES FIESCHI HENEAGE, H.M.S. "Royal Adelaide."

MR. WILLIAM EASTLAKE, *Deputy Judge Advocate of the Fleet.*

The President reported the absence on leave of Captain Henry Dennis Hickley, of H.M.S. "Iron Duke."

The officer of the Court reported that two men of H.M.S. "Vanguard," viz., James Morgan and William Warrell, ordinary seamen, were absent without leave, and the following were reported as sick in hospital, viz. :—

P. Duggan, caulker	-	} H.M.S. "Vanguard."
J. Marshall, leading seaman	-	
H. Richards, ordinary "	-	
J. Green " "	-	
W. Norman " "	-	
W. Galby, private, R.M.	-	

Captain Richard Dawkins, Lieutenant William Crichton Stuart Hathorn, and Navigating Lieutenant James Cambridge Thomas, of Her Majesty's ship "Vanguard," were then brought into Court.

The rest of the officers and ship's company of H.M.S. "Vanguard" were present, and the Court was opened.

The names of the officers composing the Court were then read over to the captain, officers, and ship's company of H.M.S. "Vanguard," who were asked if they objected to being tried by any member of the Court.

No objection was made.

Read, the Order of the Commissioners for executing the Office of Lord High Admiral of the United Kingdom of Great Britain and Ireland, dated the 7th day of September 1875, addressed to the President, directing him to assemble a court-martial, and to inquire into the

cause of the loss of Her Majesty's ship "Vanguard," and to try the said Captain Richard Dawkins, Lieutenant William Crichton Stuart Hathorn, Navigating Lieutenant James Cambridge Thomas, and the officers and ship's company of Her Majesty's ship "Vanguard" under the 91st and 92nd sections of the Naval Discipline Act, 1866. 10 Sept. 1875.

The members of the Court and Judge Advocate were then duly sworn.

The letters attached to the Admiralty warrant were then read, viz. :—

From Captain R. Dawkins, of H.M.S. "Vanguard," to the Secretary of the Admiralty, dated 1st September 1875.

From Mr. R. Brown, chief engineer of H.M.S. "Vanguard" to the Secretary of the Admiralty, dated 1st September 1875.

From Mr. Alfred Smith, gunner of H.M.S. "Vanguard," to Captain R. Dawkins, dated 1st September 1875.

From Lieut. W. C. S. Hathorn, of H.M.S. "Vanguard," to Captain R. Dawkins, dated 1st September 1875.

And the following letters were laid before the Court, viz. :—

From Captain H. D. Hickley, of H.M.S. "Iron Duke," to the Secretary of the Admiralty, dated 1st September 1875.

From Lieut. S. Thompson, of H.M.S. "Iron Duke," to Captain H. D. Hickley, dated 1st September 1875.

From Lieut. P. G. Evans, of H.M.S. "Iron Duke," to Captain H. D. Hickley, dated 1st September 1875.

10 Sept. 1875. From Vice-Admiral Sir J. W. Tarleton to the Secretary of the Admiralty, dated 4th September 1875.

The President here stated that Captain Dawkins and the two officers named in the Admiralty warrant were the only prisoners who were required to remain in Court.

Captain Dawkins here asked permission to be assisted by a friend, Mr. James W. Lishman, Paymaster, R.N., who appeared also as the friend and on the behalf of the other officers and the ship's company of H.M.S. "Vanguard."

This request was granted.

CAPTAIN RICHARD DAWKINS, of H.M.S. "Vanguard," was then sworn and told by the Judge Advocate that he was not obliged to give any evidence that might tend to criminate himself. He then read the annexed paper marked A. and produced Chart No. 1467, Sheet 16, which was marked B., and laid before the Court.

Capt. Dawkins.

1. (*Court.*) Please to state the position of the ships of the squadron at the time that the signal was made altering formation from single line-ahead, and at what time was it made.

Witness said he wished to have the signalman sent for.

2. What formation did the squadron sail under on leaving port?—Single line-ahead, close order.

3. Describe the position of the various ships?—"Warrior" leading, "Hector" second, "Vanguard" third, "Iron Duke" fourth. The "Achilles" left port as one of the line, but was ordered to part company about 11 o'clock.

4. How long did you continue in that formation?—I think until about half-past 11.

5. Do you remember what signal was made altering the formation?—Form columns of divisions.

6. What signal book were you using?—I don't know. I think it was the new manual.

7. What state was the weather?—Moderately clear.

8. Describe how you conducted your ship in the performance of this manœuvre. I put the helm a-starboard and went off eight points, followed by the "Iron Duke," and just before I considered I was far enough off to haul up to the course the admiral was steering, I hoisted the preparative. When in position, I altered course to eight points to starboard, which brought me to my proper course namely, S. $\frac{1}{2}$ E. I went ahead full speed, that is, 8 knots.

9. What speed were you going before?—7; that was the speed ordered by the admiral.

10. Was the speed ordered by the admiral in knots or revolutions?—In knots.

11. Did you slacken your speed from 8 knots at any period during the performance of your evolutions?—At 12.35, the "Iron Duke" being seen 3 cables astern when I went off deck, and being called at 12.43, when the ship was enveloped in a dense fog, that I could not see more than the ship's length, I ordered our pennants to be made by the steam whistle, which was done three or four times consecutively. In addition to this, I opened the cowl and blew a continuous blast, showing that there was danger, and also as a warning to the "Iron Duke." Not hearing any answer to my pennants from her steam whistle, I judged her to be still further astern

The President then asked Captain Dawkins if he had any complaint to make against any officer or any of the ship's company of H.M.S. "Vanguard."

Captain Dawkins said, "I have to disapprove of the conduct of one of the officers, namely, "Captain Collings, R.M.L.I."

The President ordered Captain Collings to remain in Court.

The Judge Advocate then read to the Court sections 91 and 92 of the Naval Discipline Act, 1866.

than when last seen, namely, 3 cables. And as I was convinced in my own mind, had I run over a ship in so dense a fog at a speed of 8 knots, I should have been found guilty of great want of seamanship and judgment. Under those circumstances I ordered the speed to be reduced to 6, and after to 5. This reduction in speed did not actually take place as there was no time to take the way off the ship, and had it not been for a sail reported right ahead, which I naturally concluded was right under the ship's bows, there being such a fog at the time, my steam whistle would have continued to have sounded slacken speed. On the vessel being reported ahead I immediately gave the orders to stop, and the engines were only stopped for a quarter of a minute, when I gave the orders "full speed ahead."

12. At what speed were you going when the fog came on?—A little over 8.

13. When did you first reduce speed from 8?—At 12.43.

14. At what time did the fog come on?—About five or six minutes before.

15. What did you reduce speed to?—To 6.

16. When did you make any further change in speed?—At 12.46.

17. What was the change?—To 5.

18. And the next change?—A few minutes after "stop."

19. How long where the engines stopped?—They were not stopped a second before they were put full speed ahead.

20. What distance were the columns apart when you hauled up to the original course?—4 cables.

21. Was that in accordance with the signal made?—To the best of my belief, it was.

22. When the fog came on, were look-out-men placed; and if so, where?—Two extra look-out-men were placed, one on each bow, in addition to the mastheadman.

23. Were any look-out-men placed on the gangways or stern?—Not to my knowledge, except the signalman of the watch, who was on the battery deck, and Mr. Smith, the gunner, in charge of the after bridge.

24. State what look-out-men you are in the habit of placing in the evening?—Two on the forecastle, two on the battery deck, one on the life buoy, a quarter-master and mate of the watch on the after bridge.

25. When you decreased, or increased, speed at any time, did you indicate to or make signal to the "Iron Duke," showing what you were about, whether when clear or after the fog came on?—When clear I hoisted the cone, the steam cone, and flags indicating my speed. On the occasion of the fog, when I reduced speed, I sounded the steam whistle, showing pennants, and opening the cowl to a full blast, which is known as a signal of danger.

26. Did you also signal the "Iron Duke" when you sighted the vessel ahead and stopped your engines?—I did not give any orders as I ran on the forecable to see the ship, leaving my order to stop the ship to be carried out by the officer of the watch.

27. Are you aware whether the signal was made to the "Iron Duke" showing that you had stopped the engines?—I believe it was not, from want of time.

28. Did the "Iron Duke" make her pennants after you had made yours?—No.

29. Did you hear the sound of the "Iron Duke's" steam whistle at any time during the fog?—No.

30. Please to describe the exact position of the "Iron Duke" with reference to the "Vanguard" during and after change of formation, showing her bearing and distances from "Vanguard" from time to time?—Before the alteration of the formation of the fleet, the "Iron Duke" was from 2 to 3 cables exactly in our wake, and after the formation of the fleet in two columns, she was exactly in our wake 3 cables. We hauled out of line-ahead, both starboarding our helm eight points, at the same moment, and we kept our relative position from each other until I hauled up eight points to starboard. The "Iron Duke" hauled up at the same time, and took up her station right astern of me.

31. Did you see the "Iron Duke" exactly astern of you 3 cables distant after you hauled up S. $\frac{1}{2}$ E. and heading in the same way as yourself?—I did, heading in the same way.

32. At what time of the day did you see that?—About 12.25, which was 10 minutes before I went off deck.

33. Were any signals made by the admiral after the fog came on?—The admiral made his pennants by steam whistle about 12.46.

34. What bearing was the admiral at that time?—I considered the admiral was a little before my starboard beam; but as sound in a fog is very deceptive as to its bearing, I give this answer with great caution.

35. Did he make any signal that you heard reducing the speed after the fog came on?—None was reported to me.

36. When you put your helm over on sighting the stranger, what helm did you give, and how much did it put the ship's head off?—Starboard three turns. Ship's head went off a point and a quarter to S. by E. $\frac{3}{4}$ E.

37. Is the Court to understand that when you put the helm a-starboard and stopped your engines, being the leading ship on the column, you did not make any signal to the ship next astern of you?—There was no time to do anything; the stopping the engines and moving the helm not occupying more than a quarter of a minute before the helm was reversed and the engines put again at full speed.

38. Therefore, is the Court to understand that it was only because there was a want of time that you did not make a signal to the ship astern?—Most certainly.

39. What do you estimate was the exact amount of time that elapsed between the time when the strange ship was seen and the "Iron Duke" was seen coming through the fog?—About a minute.

40. From the time the change of formation was ordered to the period of the collision, how long were you down below?—About eight minutes.

41. Why did you give orders to go full speed after clearing the strange ship, and what was that speed?—To place my vessel under better command in passing the strange sail. The speed was 8 knots.

42. Had you any reserve power to go faster than 8 knots?—8 to 8 $\frac{1}{2}$ would be our maximum speed for the consumption of fuel ordered.

43. How do you account for the "Iron Duke" running into the "Vanguard" port side when you state the course of "Vanguard" was not altered more than a point and a quarter when clearing the strange vessel?—The "Iron Duke's" course must have been altered.

44. When did you give the orders to close the water-tight doors; and was it before or after the collision?—At the time of the collision.

45. To whom did you give the order?—I called out at the top of my voice and gave a general order to close the water-tight doors.

46. Was any report made to you that all or any of the water-tight doors and covers of water-tight spaces had been closed?—The chief engineer reported them closed, whose duty it is to do so.

47. Did he report that the whole of them were closed?—He made no exceptions.

The Court was then cleared.

On the Court being reopened,

HEAVER SUGDEN, Navigating Lieutenant of H.M.S. "Iron Duke," sworn and examined as follows:

The witness produced chart 1467, Ireland, 16—marked C.; and Chart 1825B., Irish Channel, Sheet 2—marked D.

48. (*Judge Advocate.*) State what is indicated on these charts?—In Chart 1467 the course of

the squadron every half hour from the anchorage left to the time of collision. In Chart 1825B. the course of the squadron to the time of separation in the fog.

*Navigating
Lieut. Sugden.*

The witness withdrew.

CAPTAIN DAWKINS was re-called as a witness.

Capt. Dawkins.
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49. (*Court.*) What was the precise moment of the collision?—0.50 p.m.

50. Have you no rough log of the signals made, or record?—No, I have not; they were lost.

51. How many boilers had the "Vanguard" alight on the 1st September?—Four large boilers out of six, the remaining two being small ones.

52. How many revolutions would that admit of at full speed?—Nearly 10 knots, but I cannot say the number of revolutions, but under the consumption of coal ordered to be used, not more than $8\frac{1}{2}$ to 9 knots.

53. What speed was the squadron going when signal to form column of divisions was made?—7 knots.

54. Had you attained your station abeam of the admiral before the fog came on?—No.

55. How far astern were you?—I should think 3 or 4 cables.

56. What course had the admiral ordered to be steered?—S. $\frac{1}{2}$ E.

57. Was the "Vanguard" manœuvred from the battery or the bridge?—From the battery at sea, and from the bridge on anchoring.

58. Was there a gangway from the bridge to the battery, and from the battery to the fore-castle?—There was one from the bridge to the battery, but not from the battery to the fore-castle.

59. What interval of time elapsed from the "Iron Duke" being sighted to the moment of collision?—A short minute.

60. What orders did you give respecting the engines when you saw the "Iron Duke"?—Full speed ahead.

61. Both engines?—Yes.

62. What orders as to the helm?—I gave none myself, but the mate of the watch, or the officer of the watch, I heard say, "port," or "hard a-port." Not to make a confusion, and knowing it to be a right order, I said nothing as regards the helm.

63. Do you know if that order "hard a-port" was carried out?—Yes, I know the helm was shifted immediately.

64. How soon did the chief engineer report the water-tight compartments closed after your giving the order?—I think about five minutes.

65. Did you ease your engine so as to go 6 and 5 knots before you would have reached the beam of the admiral?—I considered I was nearly in the station when I reduced the speed, and, knowing the Admiralty orders are to go slow in fogs, I judged that speed would get me into station, and that the admiral, as soon as he possibly could, would probably have fired a gun indicating a reduction of speed, and I should have kept my station by sound as well as my judgment permitted me to do.

66. When you reduced your speed to 6 knots, then to 5, then to stop, would the noise caused by steam blowing off have prevented your steam whistle from being heard at 2 cables' distance?—I never heard any steam blown off, as it is the practice in the "Vanguard" when sailing with the squadron not to blow off if possible, which in this case it was, as a few minutes only elapsed between slackening speed and stopping, but to

bottle up the steam ready for any emergency, or to work it down quietly.

67. By the chart of the "Vanguard" 1467, Ireland, Sheet 16, from the position of the collision, the ship moved and foundered $2\frac{1}{2}$ miles S. by W., to what do you attribute the distance passed over?—I attribute it to the tide which I know sets directly over the Kish Bank.

68. Had the ship steerage way after the "Iron Duke" backed clear of you?—No.

69. Have you any orders directing you to fire muskets over the stern or to make some such signal when you stop your engines, in a fog?—No.

70. What was the ship that caused you to stop; how was she steering, and how far off her did you pass?—I cannot say what the ship was, she appeared to be a sailing vessel. I cannot say how she was steering. We passed pretty close, but a bark was observed about 2 miles from us after the fog lifted a little, which I took to be the vessel I sighted. She looked to me 200 or 300 yards off, as the fog was certainly lighter in that direction.

71. Was there wind to give her way?—I think 2 or 3 knots breeze.

72. When you were struck by the "Iron Duke," were the engines moving at full speed, or at what speed, or stationary?—Within a few seconds of the collision they were stopped to prevent running over the vessel reported ahead.

73. Then your orders for full speed ahead were not acted upon?—It was acted on as the starboard engine was going full speed ahead at the time we were struck, and the port engine had received the steam, and was moving ahead.

74. Presuming they were started simultaneously, at what speed were they going?—About 9 knots.

75. At what speed were the engines going at the time the "Iron Duke" struck the "Vanguard"?—The starboard engine at 9 knots, the port engine less.

76. Did you fire any guns as signals before the collision?—No; the admiral was present, and there was no time.

77. At how many cables do you consider the steam whistle could have been heard on the occasion of the collision?—6 to 8 cables certainly, for we had one of the most powerful steam cowls I have ever heard.

78. Did it prove to have been necessary that the course of the "Vanguard" should have ever been changed to avoid the stranger?—We might have cleared her without altering course. I think it was an order that met my approval, on a sail being reported right ahead in a fog.

79. Was the strange sail right ahead?—I think decidedly she was, as when I got on the fore-castle about a quarter of a minute after, she was about a point on the starboard bow.

80. Had you any signal guns loaded?—No, I had no time to order them; but it is the custom of the "Vanguard" in fogs and at night to have guns loaded on both sides of the ship.

81. Is that under an order of the admiral?—No.

82. Is it a measure of prudence adopted on your own authority?—Yes.

83. What was the direction and force of the wind when the fog set in?—South westwardly, force 1.

84. When last you saw the "Iron Duke" before the fog set in, were the steam cones of the "Iron Duke" in the same relative position as those of the "Vanguard"?—I believe they were.

85. Did you receive any signal from the admiral after the fog set in, besides the pennants which were whistled?—None were reported to me, and none, I believe, were received.

86. How long was there fog before the collision?—I conclude about 10 or 12 minutes.

87. The distance of columns apart was 4 cables; the admiral was apparently ahead of your beam. What distance do you believe the admiral was from you at the time the pennant was made?—I should think 6 cables.

88. At that time, what did you estimate the "Iron Duke's" distance to be?—Most certainly not less than the distance she was off when the fog set in, namely, 3 cables.

89. As you could hear the pennants made in the admiral's ship at 6 cables' distance, and as the "Iron Duke" did not make her pennants after you made yours, did you, or not, assume that the "Iron Duke" had dropped astern during the fog?—Most assuredly I did, and this opinion of mine was borne out by knowing that

there was no ship astern of the "Iron Duke." I concluded that on hearing my whistle and the full blast of my cowl, that he would have kept me at a judicious distance in such a fog. *Capt. Dawkins.*
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90. Are you aware of the instructions as to the order to be maintained as much as possible in a fog in the night, and fog signal instructions, Page 43, Art. 9?—At the time, although I had studied the fog signals, I was not a perfect master of them; but I knew quite well that within a short two minutes after our steam was reduced, I should have referred to them; and had I the slightest conception that the "Iron Duke" could have been on my port quarter, I should probably have run the risk of running at a speed of $8\frac{1}{2}$ in a dense fog.

At the request of the President, the Judge Advocate then read Article 9, page 43, of "Night and Fog Signals for the use of Her Majesty's Fleet," viz., "Close order is as much as possible to be maintained in a fog."

91. Have you had an opportunity of judging whether the steam whistle of the "Iron Duke" is an efficient one, and is as loud sounding as your own?—I have had an opportunity of judging. In a dense fog the same afternoon her whistle was sounded to clear a vessel, and I should consider it was a powerful one, and about the same as my own, with a different tone.

The Court was here adjourned until the following morning at 10 o'clock.

Saturday, 11th September 1875, 10 a.m.

The Court, having re-assembled in pursuance of adjournment, was re-opened.

CAPTAIN RICHARD DAWKINS was re-called as a witness.

92. (Court.) You have stated that the admiral ordered the speed to be 7 knots, that you increased speed of "Vanguard" to 8 knots when changing formation, that you reduced the speed to 6, and then to 5 knots, after the fog came on, and after you had hauled up to the original course, followed by "Iron Duke" right astern, that you did not make any signal to "Iron Duke" of having reduced speed below what was ordered by the admiral at the time, being aware, by hearing the steam whistle of the admiral's ship, of that ship being before your beam, and that therefore you were astern of your station. Being also aware that notwithstanding the fog had come on, the admiral had not made any signal reducing the speed ordered for the squadron. Will you explain your having thus reduced speed below that authorised by the admiral without signalling the fact to "Iron Duke," the vessel astern of you in your line?—The Court is aware that from the time the speed of the ship was *first* ordered to be reduced to the collision, was only seven minutes. My first inquiry on going on deck of the officer of the watch and yeoman of signals was, "Is there any signal to be made on reducing speed." They both answered that the opening of the cowl, which was done, was the only signal they knew of; and I was on the point of going to the signal book to ascertain that that was correct, when sail right ahead was reported, so that my attention was diverted. My other reason for reducing

speed was, that it flashed across my mind that I had run over a vessel going 8.2 in a dense fog where I could not see more than the length of the ship, I could not have been held blameless, as I am well aware the Admiralty orders are that ships shall go slow in fogs. Also, that I had every right to expect the "Iron Duke" was right astern of me, as she was seen there just as the fog set in, and at some distance off, not hearing her steam whistle in answer to mine. 11 Sept. 1875.

93. Did you hear any gun fired by the flag ship between 12 o'clock and half-past 1 during the fog?—Yes; I heard a gun after the collision.

94. Was no gun reported to you before the collision?—No.

95. Before the fog came on, had you noticed the sail that you avoided; if so, when, and where, and at what distance?—No, I had not noticed it.

96. Is it the custom in the "Vanguard" to keep signal charges out of the magazine?—At night, and in fogs, the signal guns themselves are always loaded and reported by the gunner at sunset, when the ship is at sea.

97. Was the "Vanguard's" whistle sounding when you first saw the "Iron Duke" close to you?—To the best of my belief it had just ceased, having been kept for three or four minutes previously showing pennants and roaring off.

98. You have stated that you have a complaint to make of the conduct of an officer of the "Vanguard"; please to state the complaint?—I

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have to complain that Captain Collings, R.M.L.I., asked leave and obtained it from Commander Tandy to leave the "Vanguard" and go to the "Iron Duke." To the best of my belief this was about 20 minutes before the last of the detachment left the ship. There was no reason in my mind for this officer to leave the "Vanguard," and I considered his conduct was most reprehensible, and I informed him in the presence of

The witness withdrew.

WILLIAM CRICHTON STUART HATHORN, Lieutenant of H.M.S. "Vanguard," sworn and examined as follows:

Lieut. Hathorn.

99. (*Court.*) State what you know relative to the loss of H.M.S. "Vanguard"?—I relieved the deck as officer of the watch at 12.30 p.m.; the ship was 3 cables astern of her station, and 4 cables from the track of the starboard division. The engines were working 42 revolutions, giving a speed of over 8 knots. At 12.40 I observed the fog envelop the flag ship; I immediately sent down to the captain to report the same, and to inform him that our ship was not in station. On receiving this report, the captain came on deck and ordered me to reduce speed to 6 knots, and then to 5. I accordingly reduced the number of revolutions to 25, and about two minutes afterwards to 18 revolutions. At the time the captain came on deck I placed night look-out-men, and sounded the steam whistle repeatedly, blowing pennants 23. A ship was then reported right ahead; the time must have been 12.47. I could not see the ship, but I heard a steam whistle on the starboard bow, the captain went forward on the fore-castle, at the same time gave the order to stop the engine, which I carried out and ordered the helm to be put a-starboard. Having done this, I observed the head gear and bows of the "Iron Duke" about four points on the port quarter, standing direct for our port beam. I immediately put the engines full speed ahead, and ordered the helm "hard a-port." About 30 seconds after this the collision occurred. The "Iron Duke" immediately released herself, and I stopped our engines, called all boats' crews away. The commander and ship's company came on deck immediately, and I carried out my duties as junior lieutenant of the ship.

100. What was the exact time of the collision?—12.50.

101. What time-piece were you going by?—By my own watch, which I had previously compared with the ship's clock.

102. Have you any complaint to make of the officers of the watch, or of any of the seamen employed at the helm or at the look-out, or of the helm itself, or of the engineers, as to their efficiency in the manner they performed their duty from the time you took charge of the watch to the period when the hands were turned up?—None whatever.

103. What position was the "Iron Duke" in when you took charge of the watch?—A little more than 3 cables astern.

104. Did you report to the captain that the "Iron Duke" was out of her station?—No.

105. At what time did you lose sight of the "Iron Duke" in the fog?—A few seconds after I had sent my report to the captain.

106. What distance was she, and bearing?—3 cables. A point on the port quarter.

the commander that I should leave the court to deal with it. It is a standing order on board the "Vanguard" that no heads of departments leave the ship without the captain's permission when he is on board; and as I never left the bridge from the time of the collision to the final leaving of the ship, my permission should certainly have been asked.

107. What course was the "Vanguard" steering?—S. $\frac{1}{2}$ E.

108. What course did "Iron Duke" appear to be steering?—At that moment the same.

109. Did you observe the "Iron Duke" steer out of her line?—I did not; but I was not watching her very carefully when the fog came on.

110. What speed would the "Vanguard" make with 18 revolutions?—To the best of my belief, 3'6 knots.

111. In reducing the number of revolutions to 18, was it in obedience to an order from the captain?—Number of 18 revolutions was not mentioned by the captain, but he had desired me to reduce speed to 5 knots.

112. Why did you reduce as much as 18 revolutions?—To enable the ship to obtain the speed ordered by the captain as soon as possible.

113. What speed would 25 revolutions produce?—5 knots.

114. How many minutes were you going 25 revolutions, and how many 18?—I cannot say accurately, as it takes time to adjust the engines.

115. State approximately?—One minute and a half at 25 revolutions, and three minutes at 18.

116. What change was made after 18 revolutions?—The engines were stopped.

117. What speed do you estimate the "Vanguard" was going on seeing the "Iron Duke" first, immediately before the collision?—Good 6 knots.

118. What look-out-men did you place when the fog came on; state their stations and their ratings?—Two on the fore-castle and two on the battery; the two fore-castle look-out-men were ordinary seamen, and I believe the men on the battery were the same.

119. Are those the only look-outs you placed at night?—That is all, besides the people of the watch.

120. Are you not in the habit of putting a look-out on the stern, especially when sailing in column in line-ahead?—Not in my experience, the sentry on the life-buoy doing duty as look-out-man.

121. Was the sentry put on the life-buoy on this occasion to do duty as a stern look-out?—To the best of my belief he understood so. The sentry was there, as it is the custom for the ship.

122. Did you give particular orders to the look-out-men in the stern to keep a look-out on the "Iron Duke"?—No.

123. Did you give any special instructions to any officers under you in the watch, or to any signalman or other persons of the watch, to keep a look upon the "Iron Duke" when the fog came on?—I did not mention the "Iron Duke"

in particular, but I gave strict injunctions to the signalman to keep a smart look-out. This I must have done in the hearing of the mate and look-out-men on the battery.

124. And of the stern?—Not in their hearing.

125. Was any report made to you on the subject of the "Iron Duke" after the fog came on?—Not until I saw her myself.

126. At any time after the fog came on, could you see 2 or 3 cables astern?—I believe not.

127. Could you see 1 cable?—Very doubtful.

128. Did it become more dense from the commencement, or did it suddenly attain a density which remained for some time?—It suddenly attained a density which remained for some time.

129. When you reduced the speed from 42 revolutions to 25, and then 18, your ship being obscured by a fog, and you being astern of your station, did you make a signal to the ship astern of you 3 cables distant, the "Iron Duke," that you had suddenly reduced your speed?—Nothing more than the steam whistle.

130. State what you indicated by the steam whistle?—The position of the ship, and the fact of her having altered her speed.

131. Explain how you indicated that fact?—By sounding the pennants of the ship, and by sounding the whistle at its greatest power.

132. Who was the person who used the steam whistle, and what instructions did you give him?—The yeoman of signals worked the whistle, according to my orders to make the ship's pennants, and an occasional blast.

133. Did you hear any reply from the "Iron Duke" when you made your pennants?—No.

134. When did you lose sight of the admiral's ship?—At 12.40.

135. Did you hear the admiral's ship make her pennants?—No, but I heard a whistle sounding on the starboard bow; as well as I could judge at the time a ship was reported right ahead.

136. In what direction was the ship you saw coming down?—I could not see her.

137. Was she right ahead or on the bows when first seen?—I concluded that she was a little on the starboard bow, as I heard the report in that direction.

138. How much did you alter the ship's head by putting the helm a-starboard?—About a point.

139. How was the "Vanguard's" head at the moment of collision?—I believe S. by E. $\frac{3}{4}$ E.

140. Did you hear any guns fired during your watch by the admiral's ship?—No.

141. I wish you to think for a moment, and state as correctly as you possibly can at what speed, if any, the "Vanguard" was passing through the water at the instant of collision?—At the time of the collision I looked over the side, and I most certainly considered our ship to be going 6 knots through the water.

The Court was here cleared.

On the Court being re-opened, the same witness was re-called.

142. (Court.) How far were you astern of station when the flag ship became obscured?—Nearly 3 cables.

143. Were you then rapidly gaining on the flag-ship?—No, but slowly. *Lieut. Hathorn.*

144. In what interval of time did you estimate that you would have gained your station?—At the speed the ships were going, in about a quarter of an hour.

145. Had you observed the vessel that you afterwards had to avoid before the fog came on?—I had not; but I knew a vessel had been seen from the mast-head shortly after 12 o'clock bearing ahead.

146. Was there a fog bank ahead when you relieved the deck?—I could not detect any bank, but there was a thick mist.

147. Had you no indication whatever of the "Iron Duke's" close proximity before you saw her?—None whatever.

148. Is the Court to understand that at the moment of your perceiving the "Iron Duke" the "Vanguard's" engines were stopped?—They were stopped by the telegraph, but I do not believe they had stopped revolving.

149. How long were the engines actually stopped before they were moved ahead again?—From a quarter to half a minute.

150. When you last observed the "Iron Duke" before the fog, was she gaining on the "Vanguard"?—I believe not.

151. Who was taking the angle from the mast-head?—I was.

152. Cannot you say whether the "Iron Duke" when you last saw her, before the fog came on, was closing, stationary, or dropping?—No. I only took the angle to compute a rough distance.

153. When you saw the "Iron Duke" approaching you in the fog, was she coming at right angles to your side, or diagonally?—Diagonally.

154. If you had kept your helm at hard a-starboard, and with the full speed you had ordered ahead, would it not have had the effect of throwing the stern of the "Vanguard" from the "Iron Duke," thereby causing a less concussion?—I think, decidedly not.

155. During the fog was the fog-horn ever used on board the "Vanguard"?—No; only the steam whistle.

156. The position of the sentry on the life-buoy, is it such as to enable him to see clearly the horizon on each quarter and astern?—Yes; in consequence of large stern ports which are there.

157. Are there no stern gratings of sufficient height for this man to stand upon to give him a clear view astern, and on each quarter?—There are stern gratings; but they are not sufficiently high to give a man of ordinary stature a clear view.

158. Were you steering by steam on this occasion?—No.

159. With the helm hard a-starboard and going 6 knots through the water, how long would it take to get the helm over to hard a-port?—About 20 seconds.

160. Do you know that from your own knowledge?—That is the time I estimate. I have never timed it.

161. Where was your mastheadman stationed?—At the foretopmast head.

162. Did he make any reports to you during the fog?—No.

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Lieut. Hathorn. 163. Could he see over the fog?—I do not know.

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165. Where were you at the time?—On the after part of the gangway which connects the bridge with the battery.

166. Were you looking out for her?—Not more particularly than the ship which was reported ahead.

167. What is your estimate of her distance from you when you saw her?—Between 40 and 50 yards.

168. How long had the extra look-out-man actually been placed when the collision took place?—About nine minutes.

169. What time elapsed from your observing the fog round the flag-ship to its reaching the "Vanguard"?—About half a minute.

170. You have stated that you did not hear any guns fired during your watch; were any reported to you?—No.

171. Is it not the case that no signal can be considered in force until it has been answered?—Yes.

172. Do you think the fact of sounding your steam whistle was sufficient warning to warrant the speed being reduced until it had been answered by the "Iron Duke"?—Yes; under the existing circumstances.

173. Had you any other officer besides yourself taking angles of the "Iron Duke"?—No.

174. Were you or any other officer engaged in taking angles of ships in the starboard division? No other officer was using a sextant on watch besides myself.

175. What other officers were in your watch capable of using a sextant for the purpose of taking an angle?—The only other officer in the watch besides myself was Mr. Smith, a warrant officer, a gunner. I am not aware whether he is acquainted with the use of the sextant.

176. Had you told the look-out-man on the port side to look out for the "Iron Duke"?—Not individually.

177. Can you positively state that you did not hear the steam whistle of "Iron Duke" before the collision?—Most certainly.

178. (*Captain Dawkins.*) At the time of my ordering the steam to be reduced, did I ask you if there was any signal to be made, and also did I ask the yeoman of the signals in your presence the same question; and if so, state what your answer was?—Yes. My answer to you was that we only had to blow the steam whistle denoting the pennants of the ship.

179. Did you not say to me, "and open the cowl" as a signal also of danger?—Yes, I made use of words to that effect.

180. State what answer the yeoman of signals gave when I asked him the same question?—That he was not aware of any other signal that had to be made.

181. What distance, on my ordering speed to be reduced, do you think, over the ground, would the "Vanguard" have lost had I referred to verify your opinion by the signal book?—Nearly impossible to estimate.

182. What do you think was actually lost by the speed being reduced in the interval of seven minutes?—Not more than 2 cables.

183. State to the Court what my general orders are to the officer of the watches with reference to their attending solely to the station of the ship when any other ordinary work is going on?—To spare no trouble to keep station.

184. Have I or not constantly told the officer of the watches not to interfere with the ordinary duties of the watch, as they were the only officers to look after the ship's safety when sailing with the fleet?—Yes.

185. Is it or not my practice to be on deck both by day and night attending to the safety of the ship?—Yes.

186. Did you believe that the "Iron Duke" was so far astern, not hearing her whistle, that the "Vanguard" had nothing to fear?—Yes.

The witness withdrew.

JAMES CAMBRIDGE THOMAS, Navigating Lieutenant of H.M.S. "Vanguard," sworn and examined as follows:

Navigating Lieut. Thomas. 187. (*Judge Advocate.*) State what you know relative to the loss of H.M.S. "Vanguard"?—When the fleet weighed from Dublin Bay I remained on deck until we passed the Kish Bank at 10 minutes past 12, when the ship was on her course that had been given S. $\frac{1}{2}$ E. I pricked her off on the chart, and ascertained that she was clear of the bank and steering a course taking her further from it every minute; I went below, and did not go on deck again until the time of the collision.

188. (*Court.*) Is that position placed upon the chart marked B.?—It is put down from memory; the chart on which I pricked her off was lost.

189. Were your compasses correct?—Yes; we were swung to adjust them in July last.

190. Was the ship's clock accurate as to time?—It had been set to Dublin time that morning.

191. Did it correspond with the admiral's time?—Yes.

192. What was the deviation of the standard compass upon a S. $\frac{1}{2}$ E. course?—One degree and a half west.

193. Where was the "Vanguard's" standard compass placed?—On the afterbridge before the chart house.

194. Where were the steering wheel and the binnacle compass?—Underneath the bridge.

195. Was there a compass on the battery?—No.

196. Did you save your note book in which you record all cross bearings?—I saved a small pocket book.

197. Was the ship put upon the chart at 12.10 by cross bearing that you know to be correct?—Yes.

198. The position of the ship at the time of collision is put upon the chart, making due allowance for tide; do you believe that position to be correct?—As nearly as I can estimate it.

199. Did you point out to the captain immediately after collision that the ship was only 8 cables from 11 fathoms depth of water, just abaft of your starboard beam?—I did not.

200. Did you look to see whether there was any shoaler water that you were near that the ship might be run into and there allowed to founder?—The thought never struck me then; it would have been impracticable.

201. Did you see the collision?—No.

202. After the collision was the ship ever under sufficient command for you to have taken her into shoaler water?—No.

203. Did the fog clear at all before you left the ship?—Yes, it lifted enough to enable us to see the "Iron Duke" about 50 yards off, or perhaps 100.

204. Did you hear any guns fired or steam-whistle sounded from the ships in the other division, between the times of the collision and your leaving the "Vanguard"?—No.

205. Did you save the ship's log and deck log and signal books?—The ship's log was saved, the deck log was lost, the signal books I am doubtful about.

The "Vanguard's" log was placed before the Court by the witness.

206. Do you know of your own knowledge that the deck log was lost?—It was in the chart-house, and is not now to be found.

207. (*Capt. Dawkins.*) Is the "Vanguard" fitted with a steam-wheel for steering?—No.

208. What precautions have I taken to avoid collisions in fogs?—You have been constantly on deck and steamed an easy speed, besides making use of usual fog signals.

209. Have I had the guns loaded or not?—Always loaded at night, and in fogs.

210. Have I not told you the safest position an ironclad can take up in a fog?—I do not remember.

211. Do you remember my telling you that I thought the "Vanguard" on the starboard tack in a dense fog was the safest position; but I was mistaken as the vessel not being able to answer her helm under sail I should be condemned, but steam actually on my engines would clear me?—Yes, but I did not connect it with the former question.

*Navigating
Lieut.
Thomas.*

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The Court was then adjourned until Monday the 13th September at 10 o'clock a.m.

Monday, 13th September 1875, 10 a.m.

The Court, having re-assembled in pursuance of adjournment, was re-opened.

Captain WILLIAM HENRY WHYTE, of H.M.S. "Warrior" called and examined as follows:

The Admiralty Warrant for assembling this Court-martial was read by the Judge Advocate to Admiral Sir John Walter Tarleton, K.C.B., and Captain William Henry Whyte, of H.M.S. "Warrior," and Edward Stratford Dugdale, Flag Lieutenant.

212. (*Court.*) Do you produce the log of H.M.S. "Warrior"?—I do.

The log of the "Warrior" was laid before the Court.

213. Have the entries in the log of 1st September been examined by you, and are they correct?—They have, and to the best of my belief are perfectly correct.

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*Captain
Whyte.*

The witness withdrew.

EDWARD STRATFORD DUGDALE, Flag Lieutenant to Admiral Sir Walter Tarleton, K.C.B., of H.M.S. "Warrior," sworn and examined as follows:

214. (*Court.*) Do you produce the signal log of H.M.S. "Warrior," stating if you are responsible, and if the log is accurate on the 1st September?

The witness produced the signal log of H.M.S. "Warrior."

(*Witness.*) I am responsible, and the log is correct.

*Flag Lieut.
Dugdale.*

The witness withdrew.

JOHN WALTER TARLETON, Vice-Admiral, in command of the Reserve Squadron, sworn and examined as follows:

215. (*Court.*) Were you in command of the reserve squadron on the 1st September instant, and what ships was it composed of on leaving harbour, and what vessels were detached after leaving harbour?—I was in command of the reserve squadron, which was composed of the "Warrior," "Hector," "Vanguard," "Iron Duke," and "Achilles." The squadron weighed together and left the anchorage in single column, line-ahead. When 2 miles outside Kish Light, the "Achilles," which was the sternmost ship, was detached, and I gave the order to form columns of divisions line-ahead.

216. Was your squadron on 1st September acting under any orders affecting the case before the Court other than are to be found in the

signal books supplied to men-of-war, and the regulations which govern the service; if there had been any special instructions affecting the conduct of the squadron, and which affect the case before the Court, please to state them?—No instructions that I am aware of. My orders were, on leaving Dublin Bay, to proceed to Queenstown, the distance being about 170 miles.

217. When you weighed the squadron, what speed did you order to be provided for, and what speed was the squadron ordered to go?—Seven knots to be provided for and to go, and for this reason: I was anxious to enter Queenstown harbour with the ebb tide. It was high water at Queenstown on the 2nd at 6.19 a.m.,

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and I made the calculation, therefore, that the squadron should arrive at Queenstown during the forenoon.

218. Did you make any change by signal in the speed at any time after giving the order 7 knots?—Not to the squadron generally, but to the "Hector," which ship remained in company.

219. When you made the general signal, which appears by the signal log, to go 30 revolutions, at 11 o'clock, was that after the order to go at the rate of 7 knots?—The 30 revolutions applies to the "Warrior." As the "Warrior" did not average 7 knots with 30 revolutions, the speed of the engine was increased to 33 revolutions.

220. When you made the signal at 11.10, "The admiral intends to proceed at 33 revolutions," did you intend the squadron to understand that you intended to go as near as possible in the "Warrior" at a speed of 7 knots?—I did.

221. And was it necessary to be understood by the squadron, in accordance with the practice in the fleet, that that speed would be maintained by the flag-ship unless contrary orders were issued by you?—Had the weather remained clear, yes.

222. In the event of the weather becoming thick, and the vessels of the squadron losing sight of the flag-ship, and of each other, are there means provided in the signal book for communicating when the flag-ship changes her speed?—There are; and had the ships been in their stations, and the fog had continued, I should have given orders for regulating the speed of the squadron; but as the "Vanguard," when last seen from the flag-ship, bore N.E. by N. $\frac{1}{2}$ N., 5 points astern of her station, I considered it safer, on the fog so suddenly coming on, to leave the handling of the ship to the individual discretion of the officer in command, in whom I had every confidence.

223. At what time did the "Vanguard" bear N.E. by N. $\frac{1}{2}$ N?—By the log, 35 minutes past noon.

224. Please to explain your meaning as to the handling of the ship being left to the individual discretion of captains, and whether that was meant to go the length of their going at any speed they might select while they were out of station, and on account of their being enveloped in a fog?—The captains had the instructions for fog to govern them, and were at liberty by those instructions to reduce speed, should they deem it necessary. I considered I should distract their attention by doing more than indicating the position of the flag-ship, which I did by firing guns every half-hour, and sounding continuously the steam trumpet.

225. Would you point out what part of the fog-signal book instructions you refer to as a justification of the captain of a ship not getting into station and maintaining his station?

The witness referred to the Night and Fog Signal Book.

I refer to section 2, page 41, and to section 7, page 42.

The Judge Advocate read both these sections to the Court.

226. Was your squadron under steam alone at the time?—Yes.

227. Is it right to suppose that in Article 2 the words "during a fog the fleet is to maintain the same order and steer the same course as it may have been doing before the fog came on,"

is the only part of this article which applies to the case before us?—Yes, as the ships were under steam.

228. Therefore does the instruction mean that ships during a fog are to obey the orders of the admiral by getting into station and maintaining their station, even during a fog?—I think, as a matter of opinion, that much must be left to the discretion of the officer. Section 7 directs that the speed of the fleet in a fog should not exceed 3 to 4 knots an hour, unless under special circumstances. There were special circumstances, from the vicinity of the shoals on the Irish coast, which induced me to go at a somewhat higher rate of speed in the "Warrior," but the captain leading the port division would probably assume that section 7 was being complied with.

229. Did you fire a gun after the fog came on, and at what hour?—I find, by referring to the log, that the first gun was fired at 12.25, and that guns were fired half-hourly until half-past 3. I fired a gun immediately on the fog coming on.

230. Did you sound the pennants by the steam whistle; and were they answered by the ships of the squadron?—The pennants were sounded by steam whistle, but to the best of my knowledge they were only answered by the "Hector."

231. Could they have been heard by the "Vanguard" at the distance she was immediately after the fog came on?—I think it doubtful.

232. Would the "Vanguard" have been likely to have heard the gun fired from the flag-ship after the fog came on?—Yes.

233. She would therefore be aware of her being out of station astern?—Yes.

234. Would the captains of ships in the squadron, being informed by the admiral that he intended to proceed at a speed of 7 or 8 knots, and the fog coming on without any signal being made indicating reduced speed in flag-ship, be justified in parting company from the admiral during a fog; and in so doing, would they be justified by Articles 2 and 7 of the fog signal instructions?—Under the circumstances I consider that they would have been justified in parting company. The cruise of the squadron had virtually terminated; three ships had been already detached; Queenstown was the last port we had to call at, and I anticipated that in the event of parting company they would rejoin the following day.

235. Is there a signal at page 49 of the Night and Fog Signal Book, which is for the purpose of enabling the admiral to order the squadron to proceed at a speed of 4 knots?—There is; but it is to be made by firing guns at 10 seconds intervals, and I have already said that signals would under the circumstances distract captains' attentions from the management of their ships.

236. Why would the captain of the "Vanguard" have attached less importance to the necessity which you found for keeping up a speed of 7 knots in consequence of the proximity of the shoals of the Irish coast?—The port division was on the off-side of the flag-ship. A speed of 7 knots was not maintained in the flag-ship beyond 1 o'clock. By the log the speed at 2 was $5\frac{1}{2}$, and at 3 o'clock $4\frac{1}{2}$.

237. What distance were the lines ordered to be apart?—Four cables.

238. Referring to the question and answer before the last one, you will observe that you state

that your flag-ship went 7 knots up to 1 o'clock. It has been stated in evidence that the "Vanguard" was struck at 12.50. Is it the fact that your flag-ship was going 7 knots up to the time of the collision?—I have no doubt that she went 7 knots within the hour. I cannot say whether she was going 7 knots at 12.50.

239. When you made the signal to change formation, did it appear to be properly executed, so long as the vessels were in sight, by the "Vanguard" and "Iron Duke"?—Yes; except that the ships went off at 8 points instead of on a line of bearing which necessarily brought them rather more astern.

240. Would the Court be right in assuming that it is immaterial as affecting the present case whether the manœuvre was performed diagonally or rectangularly?—Immaterial.

241. Did you observe the fog coming on yourself?—No; there were lumps of cloud that appeared to hang over the Welsh coast, and it was moderately clear to the southward in the direction of our course.

242. During the fog did you see the ship next astern of you, and if so, at what distance?—Occasionally in close order. I may add that the "Warrior" and "Hector" were 36 hours on their passage to Queenstown, for the most part of which the fog was so dense as to prevent the ships seeing each other, but they were never out of hearing of the fog whistle.

243. It has been stated in evidence that immediately before the fog came on the "Iron Duke" was 3 cables distant astern of "Vanguard." Ought she to have been 2 cables distant?—Yes; 2 cables.

244. If the "Iron Duke" had been in her station with reference to the "Vanguard" when the fog came on, looking to the fact that communication was maintained between your flag-ship and the "Hector" the whole way to Queenstown by steam whistle, could she have maintained a knowledge of the position of the "Vanguard" during the same time by use of the same means?—Yes.

245. It has been stated that the "Vanguard" made her pennants by steam whistle and got no response from "Iron Duke"; would it have been the duty of "Iron Duke," hearing the "Vanguard's" pennants, immediately to make her own?—Yes.

The witness withdrew.

The President then informed Commander Tandy, of H.M.S. "Vanguard," that at a future stage of this inquiry and trial, he would be required to put in evidence in writing a detailed statement, showing what were the stations of the officers and men whose duty it was to close water-tight doors and covers of all water-tight spaces, showing also what officers actually did close them in each case. What water-tight doors and covers of water-tight spaces were closed, and what were not, if any were not.

The Court was then cleared.

On the Court being re-opened,

VICE-ADMIRAL TARLETON was re-called and examined as follows:

254. (*Court.*) When did you last inspect the "Vanguard"?—On the 6th of August.

255. Were you satisfied or not with her condition for war, and her condition in general?—I was particularly satisfied with her in all respects, and so reported to the Admiralty.

256. Did you observe whether there was a satisfactory system or not throughout the ship, for suddenly closing all water-tight doors and other openings necessary for her safety from foundering?—Captain Dawkins called my attention to the subject when I was going round the ship, and informed me that he had established a system by which all the water-tight doors might be immediately closed.

246. To what do you attribute the "Vanguard" never having heard the steam whistle of the "Iron Duke" up to and including the period of the collision?—I cannot account for it.

247. Did you see the vessel that has been stated to have come down ahead of "Vanguard" immediately before the collision?—No.

248. When you fired a gun from your flag-ship at 12.25, did "Vanguard," as leader of the port division, follow your motion by firing a gun?—Not that I am aware of.

249. Did you consider that the signal staff was sufficient as to numbers and efficiency for the purposes of evolution on board the ships of your squadron, and had you any reason to doubt the sufficiency in that respect of "Vanguard" and "Iron Duke"?—The ships were differently officered as to the signal arrangements from the fleet, inasmuch as there were no sub-lieutenants or midshipmen, otherwise the signals were as a rule promptly obeyed, and the staff in the "Warrior" under the flag lieutenant was very good.

250. It has been stated that when "Vanguard" reduced speed from 8 knots to 6, 5, and, for a short time, to $3\frac{1}{2}$, it was not known by those in charge of the ship how the signal could easily be made with "Iron Duke" by the steam whistle, stating they had reduced speed. Is there any difficulty that you know of in making the signal by steam whistle, taken out of the signal book, "Reduce speed of engine"?—None; it only requires practice.

251. Would any seaman be fit for the position of signalman in charge aboard a vessel like the "Vanguard" if he could not make that signal by steam whistle?—As the principle is the same as that of the flashing signals, he should be competent to signalize with the steam whistle.

252. Do you consider that the existing signal book and instructions for the naval service in respect of conducting of fleets are sufficient to meet all the requirements under all circumstances?—As far as my experience goes, they are.

253. Had you noticed any apparent slackness or incapacity on the part of the signal department in the "Vanguard" and "Iron Duke," and especially on the 1st of September?—No.

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been carried out?—I asked the question of the captain, and he informed that they had.

259. Was any complaint made as to the efficiency of the water-tight doors, valves, &c.?—None that I remember.

260. Was there any small vessel accompanying the squadron as tender on the 1st of September?—The "Hawk" tender usually accompanied the squadron. I had given the commander leave to proceed inside the Kish Bank on that day, as being rather shorter.

261. Seeing that the instructions already referred to enjoined that the speed of the fleet during a fog, except under special circumstances, should not exceed 4 knots, and that a special gun signal is provided for ordering that speed; do you consider that under the circumstances of the case the captain of the "Vanguard" as leader of a division would have been justified in reducing speed from 7 knots to 4 without hearing such signal?—Under the circumstances, yes.

The witness withdrew.

CAPTAIN WILLIAM HENRY WHYTE, of H.M.S. "Warrior," was re-called and examined as follows:

Capt. Whyte.

264. (Court.) Did you order a gun to be fired at 12.25 on the 1st of September?—I did.

265. Do you know what the object was?—On account of the foggy weather.

266. Had you lost sight of the port division?—No.

267. Had you lost sight of your own division?—No.

268. What was the intention in firing the gun if all the ships were in sight?—The weather was then coming on foggy, and the vessels getting indistinct, though we could see them.

269. Did you fire a gun every half hour after that?—We fired a gun every half hour up to 3.30.

270. Is the firing of the gun by the admiral's ship under such circumstances supposed to indicate the present position of the flag-ship, and the continuance in force of the orders under which the fleet was sailing?—Yes, according to the fog signals.

271. Are the fog signals specially applicable to the period anterior to the collision of the "Iron Duke" and the "Vanguard"?—I believe so.

272. What was the size of the signal gun, and the weight of the charge, and was it fired on the starboard or port side of the flag-ship?—The first gun at half-past 12 was a small 12-pounder. I am not perfectly certain of the charge. The second gun fired at 1 o'clock was a 7-inch gun, 10 pound charge, fired from the port-bow-port. The first gun also on that side.

273. Was that a brass gun?—A field gun.

274. Are you of opinion that at 5 or 6 cables distance a ship keeping a moderately good look-out, and especially on the flag-ship with a fog coming on, would have heard a gun such as you fired on the first occasion?—The gun being a small gun it might be doubtful whether it would be heard.

275. Is the Court, to understand that you intended to fire a gun from the flag-ship with a fog coming on, when it was doubtful whether the leading ship of the port column could hear it, the columns being 4 cables apart?—If the

262. (Capt. Dawkins.) Do you recollect, when inspecting the "Vanguard" and standing with me on the lower battery deck, my remarking to you how important it was in my opinion to have some bugle call to close up at once all the water-tight compartments of the ship, and my asking you if you would allow me to sound that call?—I have a general impression that you called my attention to the subject, but I do not remember the exact manner in which you did so.

263. Will you please state what your impression was as to the appearance of the "Vanguard" outside during the cruise, and also as to her efficiency at exercises aloft, or other manœuvres that you from time to time caused your squadron to perform?—I have already stated that I was particularly satisfied with the "Vanguard" on inspection, and I may add that her conduct in the squadron was very good in work; aloft she was the first ship.

columns had been in station the leading ship of the port column would have heard the guns. The fog coming on quickly I ordered the gun to be fired, forgetting at the moment that our usual signal gun was ready, which is the brass gun already alluded to. This was fired, finding it was the small gun I ordered the big gun to be got ready and fired, but thinking there might be some confusion if it had been fired, I countermanded the order and did not fire until 1 o'clock.

276. As flag captain were you under the impression shortly after the fog came on, and knowing the speed "Vanguard" was going when you last saw her, that she had got up to her station?—I thought not.

277. Did you reduce your speed as leading ship of the starboard division on the signal being hauled down to form column of division in line ahead (and seeing that the "Vanguard" was making a rectangular movement), did you reduce your speed to let the "Vanguard" come up to her station?—We did not, but at the apparent rate the "Vanguard" was steaming we calculated without our reducing speed she would be in her station within a half or three-quarters of an hour.

278. At what time, and what bearing and distance, did you last see "Vanguard" and "Iron Duke"?—At 2 o'clock, about N.N.E. from 4 to 5 miles, they were both close together.

279. Could you distinguish them clearly?—The weather was misty; the ships were not very distinct, but fairly visible.

280. Between the time the fog came on and 2 p.m. was the fog dense or varying in density, or during that time did it clear much?—The fog kept lifting and then coming down thick. It began to come on at half-past 12, and from that to a little after 1 it was very thick. At 1.15 it cleared enough for a signal to be made to the "Hector" to reduce speed. Between that and 2 o'clock it cleared enough to see the "Vanguard" and "Iron Duke."

281. Do you know if the "Vanguard" and "Iron Duke" kept the same time as the flag-ship?—I believe so.

282. Were any gun signals made other than the half-hourly signals you have mentioned during the period in question?—None.

283. Did you yourself see the "Vanguard" and "Iron Duke" at about 2, and could you distinguish them? If so, describe their relative positions?—I saw both ships nearly astern and a little on the port-quarter. I took up a glass, and looked at them, and they appeared to me to be steaming the same way we were, one ship astern of the other. It was somewhat foggy, and the ships were indistinct. I could see their upper works.

284. Do you know if your mastheadman could see over the fog?—I don't know. I presume not.

285. Knowing the density of the fog, do you think it possible that the "Vanguard" and "Iron Duke" could have come into collision without the "Iron Duke" hearing the "Vanguard's" steam whistle if properly sounded?—No, if it was sounded at the time.

286. At how many cables distant would you calculate it must have been heard if sounded?—Calculating the steam whistle by the "Hector's," I should say not more than 4 cables, as we found when the "Hector" was keeping her station 2 cables apart her steam whistle sounded even at that distance not very clear.

287. Are you quite sure that the vessels were becoming indistinct from the fog before 12.35, the first gun being fired at 12.25?—The fog came

on, or was coming on, about 12.20, and from that to 12.30 it continued coming on in more and more intensity.

288. Did you hear the first or second guns which were fired from the "Warrior" repeated by the commander of the port division?—No.

289. Did you hear any guns fired between 12.30 and 2 o'clock on the afternoon of the 1st September from the other ships of your squadron?—I heard two, and think I heard another.

290. At what time and in what direction?—I did not take note of the time, but believe it to be between 12.30 and 2, and believe it to be in the direction of our port-quarter.

291. What did you suppose those guns to signify?—I thought it might have been the "Vanguard" firing guns to the "Iron Duke," but my time was so taken up looking after the "Warrior" that I did not take much notice of the guns.

292. (*Capt. Dawkins.*) Did you hear at any time before the collision, which took place at 12.50, the "Vanguard" sounding her pennants in answer to the "Warrior's," and also whether you heard a steam cowl in the direction of the "Vanguard" blowing off, or if it was reported to you by any of the signal staff?—I did not, nor was it reported to me.

293. Will you look and see if it is noted in the signal log if the "Vanguard's" pennants or blast of her steam cowl is noted (*the witness examined the signal log*)?—It is not.

The witness withdrew.

VICE-ADMIRAL TARLETON being re-called here stated that his answer to question numbered 224 referred to the captain leading the column.

294. (*Court.*) What was the last time that you saw the "Vanguard"?—Between 12 and half-past 12.

295. You are aware that your flag-ship fired guns every half hour between 12.25 and 3.30 inclusive. Is the meaning of firing a gun as a gun signal what is contained in page 49 of the signal book, which says, "Continue under the same sail, or, if using steam, at the same

"speed"?—It would have that signification without the preparative gun fired at 10 seconds interval, which was not fired.

296. It has been given in evidence by your flag captain that the "Iron Duke" and "Vanguard" were seen on a N.N.E. bearing about 4 or 5 miles distant at 2 p.m., on the 1st was that fact made known to you?—Yes.

The witness withdrew.

The Court was then adjourned until 10 o'clock the following morning.

Tuesday, 14th September 1875, 10 a.m.

The Court, having re-assembled in pursuance of adjournment, was re-opened.

EDWARD STRATFORD DUGDALE, Flag Lieutenant to Vice-Admiral Tarleton, re-called and examined as follows:

297. (*Court.*) Were you doing duty as flag lieutenant to the vice-admiral commanding the reserve squadron on 1st September?—I was.

298. State what occurred from the period of weighing until 3.30 p.m. in regard to all matters to which your duties apply?—At 10.23 I was ordered to make signal to weigh; after weighing a signal was made to form single column line-ahead, speed was given 30 revolutions. After passing the Kish light signal was made to alter

course in succession to S. $\frac{1}{2}$ E. I was then ordered to re-organize the fleet. Directly the fleet was organized, to make the signal to form columns of divisions line-ahead. We had previously increased to 33 revolutions. The "Vanguard" and "Iron Duke" on hauling down the signal turned off to port to take up their new position. Between 12 and half-past 12 a mist came down. I immediately went to flag captain with the fog signal book, and showed him the

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Tarleton.

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various paragraphs as to speed, fog signals, &c. immediately afterwards I informed the admiral that a fog was coming on. The captain ordered a gun to be fired in order to show the fleet that we were going to keep up the same speed. We lost sight of the "Vanguard" and "Iron Duke" at about 12.30, they appeared to be on their course given by the admiral, and out of station. At about 2 o'clock we observed two large vessels astern, and a small vessel further to the west, about 4 miles off. The last time I saw them was about 2.15. Between 2 and half-past 2 I heard some guns fired apparently astern, which I reported to the admiral, and I asked the navigating lieutenant if it could be the light-vessels firing, or the forts on shore, as I had been previously told that the forts and light vessels during fogs fired guns. The navigating lieutenant told me that he thought it was the light-vessels and forts firing; the last gun I heard was about 3 o'clock.

299. After the first gun was fired from the flag-ship did you continue to fire a signal gun every half hour, up to and inclusive of 3.30?—The flag captain gave orders to the officer of the watch to fire a gun every half hour during the fog, and I believe the last gun was fired at 3.30.

300. Were those guns signal guns, and what were they intended to indicate?—Signal guns, indicating that the admiral intends to proceed at the same speed, namely, the last speed given by signal.

301. Are you aware whether 33 revolutions was estimated to give a speed of 7 knots?—I am.

302. What speed would 33 revolutions give?—I believe 7 knots.

303. Are all these signal guns that were fired inserted in the signal log?—No, none of them.

The Court directed the witness to look at the signal log.

(*The witness continued.*)—The guns noted in the signal log were the ones we heard, and not the guns fired from the "Warrior."

304. Why were they not noted in the log being signals?—The flag captain gave orders to the officer of the watch to fire a gun every half hour, and the chief officer under me was directed to look out carefully for the squadron, and to note carefully any guns that he might hear. The signal guns fired from the flag-ship were not put in the signal log, because I did not take the exact time that they were fired. The chief officer having in my opinion quite enough to do in listening for signals from the other ships.

305. It has been stated in evidence that the signal referred to made by firing one gun could not take effect as an order to continue the same speed, because of its not having been preceded by or accompanied with a preparative. Is the Court right in supposing that this view is quite inaccurate?—Yes.

306. What was the position of the "Vanguard" and "Iron Duke" when last seen before the fog came on?—They were apparently steering east.

307. Did you see these vessels at the last moment that they could be seen because of the fog?—I saw them steering apparently east when the fog commenced.

308. Did you ever see them after they hauled up to S. $\frac{1}{2}$ E. and before the collision?—I

saw them at about 12.30 apparently steering S. $\frac{1}{2}$ E.

309. Describe their relative positions with the flag-ship and with each other?—The "Vanguard" appeared to be about a mile off on our port quarter and the "Iron Duke" astern of the "Vanguard," and too far astern of station.

310. What distance did she appear to be astern of station?—About a cable.

311. Did you make any signal to "Iron Duke," calling attention to her being out of station?—No; as the fog came down again before it was possible to make a signal.

312. Did you report to the vice-admiral the "Iron Duke" being out of station?—I told the admiral that the port division had gone too far to port.

313. Do you understand the several methods of signalling pursued in the Royal Navy by flashing signals, semaphore, steam whistle, and fog-horn?—I understand flashing signals, steam whistles, and fog-horns, but I am not thoroughly efficient in working the semaphore.

314. Is it the practice when a squadron is overtaken by a fog for the ships to make their pennants by steam whistle in succession, beginning by the flag-ship and according to fleet numbers?—It is.

315. Did you do so on the 1st September, and with what result?—Yes; and the "Hector" was the only ship we could hear making pennants.

316. Did you communicate by steam whistle with the "Hector" from time to time during the fog all the way during 36 hours to Queens-town?—Yes.

317. Was the "Hector" in her station throughout that time?—The "Hector" was either in station or ahead of it, ranging from about half a cable to two cables from us.

318. When you reduced speed after 1 o'clock, did you make a signal to the "Hector" or to the squadron that you had reduced speed, or that you were going to reduce speed?—We made a general signal by flags to reduce speed as the fog had lifted at 1.15.

319. Is the signal in the general signal book "reduce speed of engines" one of three figures?—Yes.

320. Were you using the new manual or the general signal book?—If necessary I used both; as I had informed the fleet I should do so if necessary.

321. Was that by the vice-admiral's order?—Yes.

322. How many figures would be required to express by signal on steam whistle "18 revolutions," in addition to that required to express "reduce speed of engines"?—Five figures.

323. How long should it take for an experienced signalman by the steam whistle to make the signal "reduce speed of engines 18 revolutions," assuming that each part was immediately answered as required by the system?—I should say about four minutes, if the ship was in station to whom the signal was made.

324. Would it be necessary for the first half of the signal, namely, "reduce speed of engines" to be answered before the second half was made?—Yes.

325. In event of the ships being obscured by fog, and you wished to reduce speed of your ship when leading a column, would you have

difficulty in continually repeating the signal "reduce speed of engines" until answered by the next astern?—Yes, when using steam whistle.

326. State the nature of the difficulty?—The other ships would be continually making their pennants, which would probably prevent the signal by steam whistle being properly taken in.

327. Is there any order for the ships of the squadron, during fog, to make their pennants so continually that they cannot hear any other signal that may be made?—No.

328. Explain why you suppose that a signal made by the leader of a column "reduce speed of engine" would not be heard because of the other ships continually repeating their pennants?—When several ships are making pennants it would probably be difficult to take in correctly and quickly a signal made by steam whistle.

329. Do you consider that there would be practically sufficient intervals of time between the pennants being made that would enable other signals, such as that of "reduce speed," to be heard and understood?—I think there would be with a small squadron, but not with a large one.

330. Is there any signal which you can make to stop ships sounding their pennants by steam whistle?—I do not know of any signal that can be made quickly.

331. Would not making the preparative have the effect of stopping making pennants by the other ships?—Making the preparative would indicate that the ship making it intended to communicate by steam whistle, and would cause the ship next astern to repeat the preparative to the ship astern of her, and they would cease to make their pennants.

332. Do you believe that the signal to "reduce speed of engines" could be made by steam whistle, by an experienced signalman, within one minute?—It would be necessary for the signalman to flash the preparative with the steam whistle, and he would not commence making the signal to reduce speed until the ship astern answered the preparative. I do not think it could be made within one minute.

333. After the preparative was answered, could it be made in less than a minute?—I think so.

334. Could it be made in half a minute?—I do not think so.

335. How many sounds of the steam whistle, stating their length, does it take to make that signal?—Four sounds, three shorts and one long.

336. How long does it take to make a short sound, and how long a long one?—When signalling with steam whistles it is necessary to make the longs much longer and the shorts much longer than when using Colomb's flashing lights. I cannot say the exact time it would take to make three shorts and one long.

337. If you were leading ship of a column and intended to reduce speed, and had made your pennants by steam whistle, expecting it to be repeated by the ship next astern according to custom, and did not hear any reply from her, would you assume that the vessel astern was too far off to hear the pennant?—I should.

338. How far in such weather during a fog on 1st September would the pennants be heard made by steam whistle?—With the wind ahead, the "Warrior" could hardly distinguish the "Hector's" pennants when she was about 2

cables off and right astern. The "Hector," being astern of "Warrior," would, I should think, have heard pennants from 4 to 6 cables from the ship next ahead of her.

339. Did the "Vanguard" answer your gun signal at 12.25?—We heard no gun fired about that time.

340. If the vice-admiral had not had special reasons for going at the rate of 7 knots during the fog when it first came on, and had desired you to make the signal "reduce speed to 4 knots," would you have had any difficulty in making the signal according to the instructions in the signal book?—I should have used the steam whistle and should have fired three guns at 10 seconds' interval. The heavy guns would have to have been loaded with blank cartridge and run out before I could have made the gun signal. There would have been no difficulty in loading the guns or using the steam whistle.

341. Is it therefore to be understood that so far as orders given to the squadron by signal were concerned, on the 1st September, and during the early part of the fog coming on, as you did not make the signal to reduce speed, you left it to the squadron to understand that you wished a speed of 7 knots to be maintained?—Most certainly.

342. Have you noticed any apparent incapacity or inattention on the part of the signal department in the "Vanguard" and "Iron Duke," and especially on the 1st of September?—I have not; and I have several times remarked to the vice-admiral that the "Vanguard's" signal department was very good.

343. Was this the first time the fog had been encountered during the cruise?—It was.

344. When you made the flag signal to reduce speed at 1.15, the fog having lifted as you say, was the "Vanguard" then visible and did she answer the signal?—She was not in sight and did not answer the signal.

345. Was the "Hector" the only ship then in sight?—Yes, to the best of my belief.

346. By the log of the "Warrior" it appears that her speed was so reduced that $5\frac{1}{2}$ knots is recorded as the distance run between 1 and 2. Knowing this fact, did you point out to your admiral that the gun fired every half hour was a distinct order to the ships of the squadron to continue at the same speed, namely 7 knots?—The signal to reduce speed was made at 1.15, and the gun fired at 1.30 indicated the speed was to be maintained as last given. I did not tell the admiral that the gun fired at 1.30 would indicate 7 knots to the fleet.

347. But would it not have done so to those ships who had never seen or known of the signal made at 1.15?—The port column not being in sight when the fog lifted, I did not deem it necessary to inform the vice-admiral on that point. The ships of the other column would proceed at 7 knots, but being so far out of station I considered that the leader of port column would regulate his ships.

348. Were the ships using speed flags as well as cones on the 1st September?—Yes.

349. Did you report to the vice-admiral the signal made at 1.15 to slacken speed was not answered by the port division?—I did, to the best of my belief.

350. Did you suggest to the vice-admiral or

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to the flag captain when you observed the "Vanguard" a mile off on your port quarter the advisability of reducing speed to enable her to come up to her station?—On the first appearance of the fog I went to the flag captain with the fog signal book and asked him about reducing speed.

351. For what purpose?—On account of the fog.

352. Did you suggest to the vice-admiral or his flag captain the advisability of reducing speed, seeing that a fog was coming on, and that the "Vanguard" was one mile distant on the port quarter, to enable her to take her station?—I did not suggest a reduction of speed to the vice-admiral or flag captain as there was not time to, the fog coming down before the signal could be made with flags.

353. At 1.15, when the signal was made to the "Hector" by flag "reduce speed of engines," at what distance could signals be made out?—I should say about 2 miles.

354. Finding that the "Vanguard" was not in signal distance, could not a signal have been

made to her by gun to reduce speed of engine?—I do not think so.

355. Why?—No signal guns had been previously heard from the port column, for this reason, I do not think that a gun signal from "Warrior" would have been practicable.

356. What charges were you using in "Warrior," and were they fired in the direction of your beam?—I believe the charges weighed 10 pounds, and the gun was trained on the port beam when fired.

357. You have stated and you have recorded in the signal log as having heard guns at different times that afternoon; you also stated that they were probably fired from a light-ship or from the shore. What distance do you think those guns were?—I have no idea.

358. You state that the guns fired each half hour were ordered as signal guns, and to denote that the vice-admiral intended continuing at the same speed. Does it not require a preparative gun 10 seconds before to make that signal complete, namely, No. 1 in fog signal book?—No, it does not.

The Court was then adjourned.

On the Court being re-opened, the witness was told he might withdraw.

JOHN DAVIS, Signalman of H.M.S. "Vanguard," sworn and examined as follows :

J. Davis.

359. (*Court.*) At what time did you come on watch on 1st September?—About 11.55 a.m.

360. Were you the senior signalman of the watch?—I was the only one.

361. Was there anyone in that department above you?—Yes, the yeoman of signals.

362. Did he keep watch, or what was his duty?—He came on deck at daylight, and remained until dark.

363. Was he on deck the whole or any part of the time between when the fog came on and the collision?—He was, after the fog first came on.

364. Immediately before the fog came on, what was the position of "Iron Duke" as to bearing and distance?—I was below when the fog came on, having been relieved by Thomas Ponter to get my grog.

365. What was the position the last time you saw "Iron Duke," and what time was that?—About 12.25, she was astern between 2 and 3 cables.

366. During the fog were the pennants made by steam whistle by the "Vanguard"?—They were.

367. Were they answered by "Iron Duke"?—They were not.

368. How often were they made up to the time of collision?—Several times, but I cannot say how many.

369. Was it a dozen times?—I cannot say; it was more than twice.

370. Was it more than five times?—I could not say exactly. I should think it was.

371. Who used the steam whistle during that time?—Before the collision, the yeoman of signals.

372. Were you looking out for the answers?—I was.

373. Did you hear the steam whistle of the other ships during the fog?—I heard the "Warrior" making her pennants.

374. State the time and direction?—About 12.40, apparently on the starboard bow.

375. Did you hear a gun fired by the flag-ship?—I did not.

376. After the fog came on, did you at any time hear any sound proceeding from the "Iron Duke"?—I did not.

377. Describe what you were doing while on deck during your watch, during the fog, up to the time of the collision?—Listening for any signal that should be made.

378. What signals were made throughout that time by your steam whistle?—Our pennants, and we put the full blast on the cowl.

379. Was that kept continually blowing during the period when you were not making the pennants?—No.

380. Were there considerable intervals of time when the steam whistle was not used at all?—No.

381. What was the length of the longest interval, about?—About four minutes.

382. Immediately before the collision, did you see the "Iron Duke" coming through the fog?—Not until she was close on us.

383. How many yards off?—About 40.

384. In what direction?—About a beam.

385. Was your steam whistle blowing at the time?—It was.

386. Did you hear the "Iron Duke's" steam whistle or any sound from her before you saw the vessel yourself?—I did not.

387. Was the sound made by your steam whistle, and blowing a loud blast, likely to prevent you from hearing the "Iron Duke" making her pennant?—It would not.

388. What distance were the ships in the starboard division whose pennants you heard?—I could not see them.

389. How long after the fog came on did you hear their pennants?—About 10 minutes.

390. What distance were they before the fog came on?—A good way ahead; the last I saw of them about $4\frac{1}{2}$ cables.

391. Did you hear both the "Hector's" and "Warrior's" pennants?—Only the "Warriors."

The witness withdrew.

ROBERT MARTINS, Yeoman of Signals of H.M.S. "Vanguard," sworn and examined as follows:

394. (*Court.*) Were you on deck on 1st September as the fog came on?—No, I came about 12.40, after being warned by J. Good that there was a dense fog set in.

395. How long had the fog lasted when you came on deck?—I cannot say. I went below about 12.25 to get my dinner; it was then a little hazy, but I saw no indication of fog.

396. Did you see the "Iron Duke" when you came on deck?—No.

397. What position was the "Iron Duke" the last time you saw her, and what time was that?—Right astern, and I should think from 2 to 3 cables; the time 12.25.

398. Did she appear to be dropping or coming up?—To the best of my knowledge she was stationary.

399. Did you observe anyone taking angles of her mast-head?—I saw the officer of the watch with the sextant in his hand. I cannot say for certain if he was taking angles from the "Iron Duke" or not.

400. Did he look at the "Iron Duke" with the sextant in the usual position when taking an angle?—To the best of my belief he did, but being wholly taken up with signals, as we were repeating ship, being the leader of the lee line, I cannot say for certain.

401. Did you hear a gun fired by the flagship, to which you were paying close attention, at 12.25, as you were leaving the deck; and did you report it to the officer of the watch?—I heard no gun.

402. Was the steam whistle used during the fog before you came on deck again?—No.

403. Do you think the time you state, namely 12.40, is tolerably accurate as the time you arrived on deck?—I do.

404. Did you hear on coming on deck the steam whistle of "Iron Duke," or any sound from her?—No.

405. Did you receive any instructions from any officer on deck to keep particular look-out for the "Iron Duke"?—I don't remember any.

406. Did you hear the steam whistle making pennants from the starboard division?—I heard pennants 12 made two or three times distinctly, and reported it to the captain. The officer of the watch and captain were together.

407. Did you hear the Hector's pennants?—I could not distinguish them, but I heard another whistle faintly.

408. Did you make your pennants in succession?—Yes.

409. By whose orders?—The captain's.

410. Did the "Iron Duke" then make hers?—No.

411. Did you repeat yours; if so, how often?—Yes, three or four times.

412. By whose orders?—The captain's and officer of the watches.

413. Did you use the whistle in any other way in making pennants; if so, in what way and

392. (*Capt. Dawkins.*) Do you consider the steam cowl of the "Vanguard" to be a powerful one?—Yes.

393. Did you ever hear in a ship a more powerful one?—I did not.

by whose orders?—Yes; the captain gave me orders to open the steam cowl at a full blast.

414. How often and how long did you blow the steam whistle in that way up to the time of the collision?—Once, and I should think it was kept blowing for 15 seconds.

415. Do you remember the captain giving the order to reduce the speed of the "Vanguard's" engines after the fog came on?—I do not remember hearing any order given.

416. Do you remember the speed being reduced?—I believe it had been reduced.

417. Did at that time Captain Dawkins, or the officer of the watch, ask you whether there was any way of making a signal to "Iron Duke" to reduce speed of engine, or to let her know that you had reduced speed of "Vanguard"; if so, what answer did you give?—I don't remember the question being put to me to know if I could make a signal, but I believe the captain asked me a question by which I understood that he wanted to make an instantaneous signal, such as we use by day, namely, the steam cone, and I answered I knew of none, but I suggested making our pennants show our position.

418. State the precise words used by the captain, as far as you recollect them?—I believe the words were, "Will continually blowing on 'the steam whistle show we are reducing speed?'"

419. If you had been asked whether there was a signal that could be made by steam whistle in about a minute to reduce speed of engine, would you have been able to tell Captain Dawkins that it could easily be done?—I think not in a minute.

420. Is the signal to reduce speed of engine one of three figures?—Yes.

421. How many short and how many long sounds does it take to make that signal?—It would require a distinguishing signal of the division addressed, which would require four shorts and two long sounds, and the signal would require three shorts and one long.

422. Would making the preparative be sufficient, being the leader of a column, before making the signal itself?—It being a fog, I think not; because by making the preparative we should likely be mistaken for the admiral's ship.

423. If you made the signal without the divisional signal, would it be liable to be misunderstood by the only ship in your line, 2 cables astern?—I don't think by doing so it would be in accordance with the signal instructions.

The witness was here given the General Signal Book, and asked to point out the instruction.

Witness said, "Article 8, page 44 B., and also Article 9."

424. How long would it take to make the signal, as you think it ought to be made under the circumstances of the "Vanguard," "reduce speed of engines"?—I should think it should be thoroughly understood in about two minutes.

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425. Do you know of any more rapid means of telling the ship astern of you that you had reduced speed or stopped your engines?—No.

426. Did you hear anything of any strange vessel being in sight?—Yes; I heard it reported from the fore-castle.

427. Where were you?—On the fore part of the upper battery.

428. Did you at any time see her?—No.

429. Could you swear a vessel was there, beyond the report you heard?—No.

430. Did you not see the loom of a vessel?—No.

431. Did you see the "Iron Duke" strike the "Vanguard"?—Yes.

432. Was the "Vanguard" passing through the water at that moment?—Yes.

433. State at what speed you think she was passing through the water?—I cannot say.

434. Did the "Vanguard" heel to the blow?—She did.

435. How many degrees do you think?—In my opinion from two to three.

The Court was then adjourned until 10 o'clock the following morning.

Wednesday, 15th September 1875.

The Court, having re-assembled in pursuance of adjournment, was reopened.

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At the request of the Court the annexed letters (which had been perused by the Court) were then handed to Captain Dawkins and the other two officers on trial for their perusal. These letters are those which accompanied the Admiralty warrant, but were not annexed thereto. They consist of four letters, and are all marked Z.

ROBERT MARTINS, Yeoman of Signals of H.M.S. "Vanguard," was re-called and examined as follows :

436. (*Court.*) Were you the head of the signal department in the "Vanguard," or was there an officer of the signals?—I was.

437. From the time of your coming on deck at 12.40 to your observing the "Iron Duke" through the fog, did you hear any sound whatever in that direction?—No.

438. You said you saw the "Iron Duke" strike the "Vanguard"; describe to the Court the exact position of the two ships with respect to each other at that moment?—Supposing that the "Vanguard's" head had been south, to the best of my belief the "Iron Duke's" head was pointing about W. by S.

439. Then you mean that the ships were in a position nearly at right angles to each other?—As far as I could judge.

440. It has been stated that the "Iron Duke" was seen coming through the fog at 40 yards' distance, and at that moment the steam whistle of the "Vanguard" was sounding; do you know that to be the fact?—Yes; I was attending the steam whistle and working it myself.

441. How long were the two ships in contact?—I should think about a minute and a half.

442. Referring to your former manner of description with regard to the position of the "Iron Duke" when she struck the "Vanguard," give a similar description of her position when she left the "Vanguard"?—To the best of my belief about S.W.

443. Did you hear any conversation between the two ships at the time?—No.

444. When Captain Dawkins asked you about signals in a fog, did you suggest gun signals?—No.

445. From the time the fog became thick to the time of the collision, would there have been sufficient time to load and fire guns to indicate that "Vanguard" had reduced speed?—No.

446. Is it accurate to say that there is no gun signal that can be made by the leader of the column, excepting as repeating the signal of the admiral?—I understand that the gun signals

should be repeated by the leaders of divisions, and I believe that it should not be fired otherwise.

447. You stated that the signal "reduce speed of engines" could be made in two minutes. Is it the fact, however, that the first part of the signal would require to be answered before "reduce speed of engines" could be made at all, and that if the first part was not answered the complete signal could never be communicated?—According to what I understand, the first part of the signal should be answered before the second part commenced; the first part being an attention signal, or preparative.

448. (*Capt. Dawkins.*) Did I, or did I not, ask you the question, "Do you know of any signal for reducing speed"; and if so, what answer did you make me?—I am uncertain of the exact words used, but remember the question being asked me, by which I understood it was an instantaneous signal required, and I answered I knew of none.

449. Do you, or do you not, remember my saying to you, "Is this blowing the cowl the proper signal reducing speed"; and did you, or did you not, say, "It's the only one I know of"?—I understood the question put to me about opening the cowl at full blast, whether it would indicate danger; and to the best of my belief I answered, "If I heard it blowing I should consider it so," and that it was the only one I knew of.

450. (*Court.*) Do you or not remember Captain Dawkins saying to you, "Is this blowing the cowl the proper signal reducing speed"?—I don't remember those words.

451. Did you or not say, "It's the only one I know of"?—I believe I made use of those words.

452. (*Capt. Dawkins.*) On the officer of the watch informing me that the opening of the cowl was the proper signal to make, did I, or did I not, speak to you, saying, "Is that all right, Martins"; and what did you say?—I don't remember that question.

453. Do you not remember saying, "It's the only signal I know of"?—I believe I said "It's the only one I know of."

454. Was Lieut. Hathorn standing by us at the time?—To the best of my belief, he was.

455. Have I or not repeatedly ordered you to make yourself thoroughly conversant with the signal books, and to report direct to me as well as to the officer of the watch, and to keep me informed always when an evolution was being performed, if we were not carrying it out according to the instructions laid down in the signal book?—Yes.

The witness withdrew.

ALFRED SMITH, Gunner, 2nd Class, of H.M.S. "Vanguard," sworn and examined as follows:

459. (*Court.*) How long have you belonged to the "Vanguard"?—My appointment is dated 26th March 1873.

460. Have you performed the duties of a gunner in charge of stores, or in keeping watch?—Not in charge of stores, but occasionally in keeping watch.

461. Have you kept watch, as officer of the watch, at sea, in the "Vanguard"?—I have occasionally relieved the officer of the morning watch to dress.

462. State at what time on 1st September you came on deck to keep watch, and what was the nature of the duties you had to perform in that capacity?—I came on deck at about 12.28; the duties I had to perform were to attend the bridge, engine-room, telegraphs.

463. Had you any orders to keep a look-out upon any of the other ships of the squadron?—None whatever.

464. Did you observe the flag-ship just before the fog came on?—I did.

465. State the bearing and distance?—To the best of my belief the flag-ship was bearing about S.S.W., and about 5 or 6 cables distant.

466. The same as regards "Hector" and "Iron Duke"?—I think the "Hector" was bearing about S.W., and distant about 3 cables. The "Iron Duke" was immediately astern of the "Vanguard," and distant about 2½ cables.

467. Did the "Iron Duke" appear to be coming up or dropping?—About stationary.

468. Did you estimate her distance by eye alone or measure it by sextant?—By the eye alone.

469. After the fog came on, or at any time during the fog, did you hear guns fired by the flag-ship?—I did not.

470. Did you hear her steam whistle?—I did not.

471. Did you hear your own?—I did.

472. What signals, or otherwise, by steam whistle, were made by "Vanguard" up to 12.50, the time of the collision?—I heard the steam whistle blowing, but I am unable to state what signals were made, as I do not understand the signal.

473. Was the steam whistle blowing continuously, or were there intervals of quiet?—The steam whistle was blowing frequently, with short intervals between.

474. Did you hear from the beginning of the fog to the time of collision the steam whistle

456. When an evolution is being performed, is it not your custom to bring me the book to verify that the "Vanguard" was performing the evolution correctly?—Yes, always.

457. What was your last ship, and what rating did you hold in her?—H.M.S. "Iron Duke," as yeoman of signals.

458. Did she bear an admiral's flag when you held the rating of yeoman of signals in her?—Yes, the flag of Vice-Admiral Sir Charles Shadwell.

or any other sound from the "Iron Duke"?—I did not.

475. Did you happen to be looking out for the "Iron Duke" during the fog?—I was.

476. Did you observe her motions and position as she disappeared in the fog?—The last I saw of the "Iron Duke," her position was nearly the same as when I went on deck at 12.28.

477. It has been stated that "Iron Duke" was last seen by "Vanguard" a little on the port quarter. Does that agree with what you saw?—No, allowing for the yawing of the ship.

478. How much did the "Vanguard" yaw?—From half a point to three-quarters each way, roughly speaking.

479. State what number of revolutions your engines were making when you took charge of the telegraph?—42.

480. What changes were ordered, by whom, and about what time?—The first order given was to reduce the speed to 25 revolutions, by Lieut. Hathorn, at about 12.43. The second order was to reduce the speed to 18 revolutions, also by Lieut. Hathorn, at about 12.45. The third order was to stop, by Lieut. Hathorn, at about 12.48. The fourth order was given to go ahead full speed, by Lieut. Hathorn, at about 12.50.

481. Did you hear the captain or officer of the watch give any order to the signalman to make a signal "reduce speed of engines" on each occasion, before you were told to communicate with the engine-room?—I did not, as the distance between me and the captain and officer of the watch was about 100 feet.

482. Was any officer stationed on the fore-castle?—Not on that day.

483. Did you see the strange ship that was reported ahead immediately before the collision, and also before the fog came on?—I did not see the ship that was reported, but there were vessels in sight before the fog came on.

484. Right ahead?—No. I saw none right ahead.

485. Could a vessel have passed the side of the "Vanguard" within 100 yards without your seeing her?—Not before the fog came on.

486. At what distance might a vessel have passed your side without your seeing her, a few minutes prior to your being struck by the "Iron Duke"?—At about 50 yards.

487. Did the officer of the watch during the fog caution, from time to time, every person to keep a good look-out?—I heard the officer of the watch caution the look-out to keep a good

R. Martins,

15 Sept. 1875.

Mr. A. Smith.

Mr. A. Smith. look-out, and also order the look-outs to be placed.

15 Sept. 1875.

488. At what speed was the "Vanguard" passing through the water when struck by "Iron Duke"?—At about 6 knots.

489. Was it part of your duty to watch the standard compass occasionally, to see that the ship was properly steered?—It was not, as I was specially ordered to attend the telegraphs.

490. When the first order was given to reduce speed, was "Iron Duke" then visible?—No.

491. How long had she been lost sight of then?—About three or four minutes.

492. Did you hear any sound whatever, from the—(*this question was withdrawn*).

493. Is there any tell-tale in front of you, showing the revolutions the engines are performing?—No.

494. Is there a tell-tale in any part of the upper deck?—No. I am positive.

495. How do you know that your communications to the engine-room are being carried out?—By the order being repeated to me from the engine-room up the tube.

496. On the four occasions of reducing speed, did you receive communications up the tube?—On the first two occasions the order was repeated through the tube; the order to stop and go ahead full speed were communicated to the engine-room by telegraph, and answered from the engine-room by telegraph.

497. How long do you believe the engines to have been stopped?—Between one and two minutes.

498. On each occasion of reducing speed, did the telegraph on deck worked in the engine-room prove to you that your orders were readily executed?—Not on the first two occasions, when revolutions were named through the tube. But on the two latter occasions, when the orders were conveyed by telegraph, they did.

499. Did you reduce speed by your voice through the tube on any of these four occasions, or did you do so each time by the engine-room telegraph?—On the first two occasions by my voice through the tube. On the last two occasions by telegraph.

The witness withdrew.

GEORGE SPARKS, private, R.M.L.I., of H.M.S. "Vanguard," sworn and examined as follows:

G. Sparks.

512. (*Court.*) Were you placed on the look-out on 1st September, and where?—I was on the life-buoy.

513. At what time, and for how long?—About half-past 11 until 12, and then I had to go and relieve another man at half-past 12 until 1 on the same look-out.

514. What were your orders?—To keep a look-out and report anything coming up astern on us either side; and if any man fell overboard to pull the life-buoy.

515. Who gave you those orders?—The corporal of the guard.

516. Did the officer of the watch give you any orders?—No.

517. Not during the fog?—No.

518. Did you hear him order the look-out-man to keep a good look-out?—No, I did not.

500. Did you get an immediate answer on the first occasion?—I did.

501. Did you, on the fog coming on, warn the officers in the engine-room to stand by to act at a moment's notice?—I did not.

502. Did you see the collision, and where were you at the time?—I saw the collision. I was standing on the afterbridge by the port engine-room telegraph.

503. Where did the ship strike? How was she pointing with respect to the "Vanguard"?—The "Iron Duke" struck the "Vanguard" on the port side immediately abaft the battery. She was pointing directly towards the after part of the battery at an angle of about 45 degrees.

504. How much did the "Vanguard" heel?—I should think not more than 2 degrees.

505. How long did the collision last?—Directly the "Iron Duke" struck the "Vanguard" she began to drop astern. I should think the ships were not in contact more than half a minute.

506. At what angle did the "Iron Duke" leave the "Vanguard"?—She dropped astern nearly parallel with the "Vanguard," smashing the after cutter as she came astern.

507. (*Capt. Dawkins.*) Do you think the "Vanguard" made a true S. $\frac{1}{2}$ E. course from the time you last saw "Iron Duke" till the time the helm was starboarded to clear ship reported ahead?—I do, as she appeared to be yawing as much one way as the other.

508. Will you state your opinion as to the power of the steam cowl of the "Vanguard," whether it was one of more than ordinary power or not, and how far you think it could be heard at the time of its being sounded in the fog?—I think the steam cowl was rather above the average of steam cowls. I think it could be heard about 1 mile.

509. (*Lieut. Hathorn.*) Are you in the habit of judging intervals of time?—Yes.

510. Have you proved yourself to be accurate in judgment?—No, not on all occasions.

511. (*Court.*) When you stopped the engines, did the steam blow off, and cause such a noise as to prevent your steam whistle being heard?—I should think not. The steam blew off slightly, very little.

519. Is there anything the matter with your hearing?—No.

520. Did you see the "Iron Duke" just before the fog came on?—Yes, a little astern of us.

521. Was she her usual distance?—I don't know.

522. Was she exactly astern?—Yes.

523. How many hundred yards off was she?—I don't know.

524. About what time did the "Iron Duke" disappear in the fog?—I don't know.

525. Did you hear a steam whistle or any other sound from the "Iron Duke" during the fog?—I never heard the "Iron Duke's" whistle. I heard our own.

526. Did you look in the direction of "Iron Duke" during the fog?—I looked in the direction, but could not see her all the time.

527. Did you hear a gun about half-past 12?—No, not before we fired from the "Vanguard."

528. After the fog came on, did you receive any additional orders from any person respecting the look-out?—No.

529. Did you see the "Iron Duke" just before she struck the "Vanguard"?—Not until after she did strike.

530. In what direction were you looking when the "Iron Duke" struck the "Vanguard"?—Over the stern of the "Vanguard."

531. Is your position where you are posted

sufficiently high to see on each quarter of the ship as well as astern?—No, not properly.

532. Knowing there was a dense fog, did you try and get into a position where you could have that view from?—I got up a couple of steps where the captain's galley is, and looked round, and then got down again.

533. Had you then usually to stand on the deck and look through the stern ports, or was there a raised place for you to stand on?—Usually I stood on the deck. When the fog came on I got up on the grating.

The witness withdrew.

DASHWOOD GOLDIE TANDY, Commander of H.M.S. "Vanguard," sworn and examined as follows:

534. (*Court.*) Have you prepared a statement regarding the stations of officers and men in "Vanguard" after the collision on 1st September?—Yes, of the stations they ought to have gone to.

The witness then produced paper E.

The Court was then cleared.

On the Court being re-opened,

THOMAS PENGELLY, Ordinary Seaman of H.M.S. "Vanguard," was sworn and examined as follows:

536. (*Court.*) On 1st September were you on the look-out?—Yes.

537. Where, and between what time?—The port side of the upper battery; I went on at 20 minutes to 1, and remained till the ship was struck.

538. What was the state of the weather?—Thick fog.

539. Did you hear or see anything of "Iron Duke" during that time?—I reported the "Iron Duke," about 40 yards off on the port beam.

540. In what direction did you see her?—Right a-beam.

541. Did she run straight at right angles to the "Vanguard"?—Yes.

542. Had you heard no sound of any kind in the direction from which the "Iron Duke" came,

previous to seeing her at 40 yards distance?—No.

543. Was there any noise going on on board the "Vanguard," that would have prevented you hearing the steam whistle of the "Iron Duke"?—No.

544. Did you hear the steam whistle of the "Vanguard" frequently?—Yes.

545. During the fog, did you see any other vessel but the "Iron Duke"?—No.

546. Were you cautioned from time to time to be very careful to keep a good look-out?—Yes, by Lieut. Hathorn.

547. When you went on the look-out at 12.40 did you relieve another man, or were you especially placed on account of the fog?—I did not relieve another man. I was specially placed on account of the fog.

The witness withdrew.

JOHN MAY, Ordinary Seaman of H.M.S. "Vanguard," sworn and examined as follows:

548. (*Court.*) On the 1st September were you on the look-out, if so, where, and between what time?—Yes, on the starboard side of the upper battery, from 12.30 to 1 o'clock.

549. Did you relieve any one, or were you the first placed on account of the fog?—I did not relieve any one; I was the first placed.

550. Did you see any vessel during that time?—I did not.

551. Did you hear any steam whistles?—I only heard the "Vanguard's."

552. Did you hear any guns fired by other ships?—No.

553. Are you aware that a few moments before the collision, a vessel was reported right ahead of the "Vanguard"?—I heard a man on the starboard side of the fore-castle report her. I never saw anything of her.

554. What distance could you see at that time the loom of a vessel?—About 50 yards off.

555. (*Capt. Darke's.*) What did the look-out-man on the starboard cat-head say?—A vessel right ahead.

The witness withdrew.

MICHAEL MURPHY, Ordinary Seaman of H.M.S. "Vanguard," sworn and examined as follows:

556. (*Court.*) On the 1st September were you on the look-out, if so, where, and between what time?—Yes, on the starboard cat-head, from 20 minutes to 1, until the collision.

557. Did you relieve any one, or were you first placed on account of the fog?—I did not relieve anybody, and I believe I was placed on account of the fog.

G. Sparke.

15 Sept. 1875.

Commander
D. G. Tandy.

T. Pengelly.

J. May.

M. Murphy.

M. Murphy.

5 Sept. 1875.

558. How long after you were placed did the fog come on?—The fog was thick when I did go on.

559. Was the port cat-head look-out placed at the same time?—I believe so; I looked directly and saw a man the opposite side.

560. Had you had your dinner before you went on the look-out?—Yes.

561. At what time are you ordered to take your dinner?—I was not ordered to get it, but it was my watch below in the forenoon. It is usual for the watch below to get it at half-past 11.

562. During the time you were on the look-out did you hear any steam whistles, other than that of the "Vanguard," or any signal gun?—I heard a steam whistle from another vessel off the starboard bow. No signal gun.

563. What time did you hear that, assuming the collision to have been at 12.50?—I should think about three minutes before.

564. Did you see a vessel right ahead, just before the collision?—What to my judgment was a vessel, I did.

565. What was it you did see that made you think it was a vessel?—The appearance of a hull, and a loom upwards from the hull in the fog.

566. Was it right ahead?—Ahead, but very little on the starboard bow.

567. Did you see the vessel better after you had first seen her?—Yes.

568. Was she a steamer?—I cannot say.

569. What direction was she going?—Apparently crossing the bows from port to starboard.

570. What report did you make?—There's a ship ahead.

571. Was any notice taken by the officers on deck. If so, describe it?—Yes, the captain came forward directly and asked where she was. I pointed out the direction, but I cannot say whether he did notice her himself.

572. Did the opposite look-out-man call your attention in any way to the vessel?—No.

573. Have you been taught rifle firing with a ball?—Yes.

574. Have you found that your sight was good?—Not on all occasions.

575. Were you in the habit of firing from the right shoulder or the left?—From the right.

576. Were you ever treated by any medical naval officer for defective eyesight or any injury to your eye?—Yes, on two or three occasions.

The witness withdrew.

WILLIAM HILL, Ordinary Seaman of H.M.S. "Vanguard," sworn and examined as follows:

W. Hill.

594. (*Court.*) On 1st September were you on the look-out, if so, where, and between what time?—I was; on the port cat-head; from 12.30 to 12.35, and remained till after the collision.

595. What orders had you?—To keep a good look-out ahead.

596. Were you told to look specially out for the "Iron Duke"?—No.

597. What was the state of the fog, how far could you see?—Very thick; I could not see 20 yards.

598. Did you see the vessel that was reported by starboard cat-head as coming in sight ahead?—No.

The witness withdrew.

577. What was the last occasion, was it in the "Vanguard"?—In the "Barossa," and at naval sick quarter at Yokohama.

578. Where was the stock of the starboard bower anchor as you stood?—It was abaft me in a position up and down.

579. Where was the cat-head?—Also abaft me.

580. Was there any head sail set?—To the best of my recollection, no.

581. What orders did the captain give, after he came out of the forecandle?—The first order I heard was "full speed ahead."

582. Did you hear any orders to stop engines?—No.

583. Did you hear any order about the helm?—None whatever.

584. When did you last fire at a mark, and which eye did you use in aiming?—I think in February last; with the right eye.

585. Is the sight of your left eye much stronger than that of your right?—Yes, a good deal stronger.

586. When you pointed out the vessel to the captain, did he make any remark with regard to seeing her, or not?—Yes, I believe instantly on arriving on the forecandle, "I cannot see her."

587. Was the starboard whisker gaff obscured at any time by fog?—Not from me.

588. (*Capt. Dawkins.*) Do you remember on my arrival on the forecandle, saying "I can't see her," and a few seconds after saying, "I can make her out, and I think we are all clear"?—I remember your saying, "I can't see her," but in a few seconds after you said something which I could not hear, which made me doubtful whether you saw her or not, but by a certain gesture of your head I was given slightly to understand that you saw her, but I was still doubtful.

589. How long time elapsed do you think from the time you reported ship right ahead, before I was on the forecandle?—About 10 or 14 seconds.

590. (*Court.*) Did you see the "Iron Duke" before the collision?—Yes, from the forecandle.

591. How much before?—Not much more than a quarter of a minute.

592. (*Lieut. Hathorn.*) What time do you think elapsed from when you first saw the ship ahead, till the time the "Iron Duke" was reported in sight?—As near as I can judge, less than two minutes.

593. (*Court.*) Do you think now, on reflection, that what you saw was a vessel?—Yes.

599. Were you in a position to see her if there had been one?—Yes.

600. Did you look on the starboard bow?—Yes.

601. How long after the report were you looking?—About two minutes.

602. Were you looking on the starboard bow when the "Iron Duke" was first seen?—Yes.

603. Did you hear any sound of steam whistles, other than from the "Vanguard," or guns, while you were on the look-out?—No.

604. (*Capt. Dawkins.*) Did you hear me say "I can see her," alluding to the ship reported ahead?—No.

The President, addressing Captain Collins, R.M.L.I., and Captain Dawkins, then said, "The Court 15 Sept. 1875.
 " desire to give notice to Captain Collins and to Captain Dawkins that they do not intend to go
 " into the investigation of the charge brought by Captain Dawkins. Captain Collins is therefore
 " not required to remain in Court more than any other officer of the "Vanguard," but he is to
 " understand that this intimation does not prevent further action being taken at any other time."
 The Court was then cleared, having been adjourned until the following morning at 10 o'clock.

16th September 1875.

The Court having re-assembled in pursuance of adjournment, was re-opened.

GEORGE LEATHERBARROW, Private R.M.L.I. of H.M.S. "Vanguard," sworn and examined as follows:—

605. (*Court.*) On 1st September were you on the look-out, if so, where, and between what time?

—Yes, on the life-buoy, from 12 to half-past.

606. What was the state of the weather?—A nice day, the sun was shining the half-hour I was on.

607. Where you relieved exactly at 1 bell?—Yes.

608. Just before 1 bell, what was the position of the "Iron Duke"?—Right astern of us, about 150 yards.

609. Are you accustomed to judging distances of ships on the water?—No.

610. State what distance we are from the

white mark on the land abreast of this ship? —About 200 yards, or a little over.

611. Did "Iron Duke" appear during the half-hour to be coming up or dropping astern? —She remained in one place as near as I could judge.

612. Are you aware what distance she would have been off had she been in station?—150 yards astern.

613. Then, in fact, you mean to say that the "Iron Duke" was, during your watch, as near as possible in her station?—Yes.

The witness withdrew.

GEORGE COOPER, Ordinary Seaman of H.M.S. "Vanguard," sworn and examined as follows:

614. (*Court.*) On the 1st of September were you on the look-out, and if so where, and between what time?—Yes, at the mast-head, from 12 till 1.

615. Does it mean foretop mast-head?—Yes.

616. Describe the state of the weather, and how far you could see the horizon, the squadron, or any other shipping during that period?—It was clear, when I went on at 12 o'clock; the weather was fine until about a quarter or 20 minutes to 1 a thick fog came over, then I lost sight of everything. At 10 minutes past 12 I saw a sail on the port bow, and I reported it.

617. When did you lose sight of the starboard division?—When a thick fog came on.

618. Did you hear 1 bell strike?—Not to my recollection.

619. When did you lose sight of "Iron Duke"?—About 20 minutes or a quarter to 1.

620. In what direction was she, and at what distance?—She was going away to port, and she was about one cable and a half length off. She was on the stern.

621. Was she at all on the quarter?—Yes.

622. Was she a point on the quarter?—I am not certain.

623. Describe the vessel you saw on the port bow and reported?—It was a barque. She was making away from us.

624. Was she crossing the bows?—No.

625. Was she going in the same direction as you?—No.

626. Describe precisely what this vessel was doing?—Sailing from port.

627. She was on your port bow and going to port?—Yes.

628. Did you see any other vessel?—No, only the fleet.

629. Did you see the vessel that was reported immediately before the collision?—No.

630. Did the fog rise much above you, or could you see over the fog at all?—The fog came down on us, and I could not see over it.

631. Did you hear the "Iron Duke's" steam whistle?—No.

632. Did you hear the "Vanguard's"?—Yes.

633. And the flag-ship's?—No.

634. Did you hear a gun from the flag-ship?—No.

635. How much on the port bow was this strange vessel?—It was just about on the cat-head.

636. Have you been in a training ship?—Yes.

637. How long since you left it?—About 18 months ago.

638. How much have you been at sea since that?—About eight months altogether.

639. How far was the strange vessel off when you last saw her before the fog?—About 7 or 8 miles off.

640. Could you distinguish her hull?—Yes.

641. Did you hear the starboard cat-head look-out-man report a vessel right ahead at about 20 minutes to 1 o'clock?—Yes.

642. You saw nothing of that vessel's loom?—Nothing whatever.

643. Which side of mast-head were you standing?—Starboard side.

644. Did you report that "Iron Duke" had gone off to port when last seen by you?—No.

645. At what time did you report a strange sail on the port bow?—About 10 minutes after 12, or a quarter after.

646. (*Capt. Dawkins.*) How many yards are there in a cable?—I don't know.

647. How did you compute the distance of the "Iron Duke" to be a cable and a half off?—By guessing it.

648. (*Lieut. Hathorn.*) How long a time elapsed from when the fog first set in to when a ship was reported right ahead?—To the best of my belief about 5 or 10 minutes.

649. (*Court.*) Do you know how many points there are between right ahead and right a-beam?—32.

The witness withdrew.

THOMAS MARTIN, Coxswain of the Launch doing duty as Quarter-master of H.M.S. "Vanguard," sworn and examined as follows:

T. Martin.

16 Sept. 1875.

650. (*Court.*) On the 1st September were you quarter-master of the watch, and if so between what times?—I was, between 12 o'clock and the time of the collision.

651. Were you the only quarter-master?—No.

652. Were you the senior?—I can't say.

653. Did you conn the vessel the whole time?—No.

654. State how you employed the time?—I relieved the quarter-master at the conn at 12.30, the ship was steering S. $\frac{1}{2}$ E. At the first half-hour I was attending at the wheel, the course being S. $\frac{1}{2}$ E. At 12.30 or a few seconds after the officer of the watch gave me orders to port. The helm being ported the ship's head came up to S. $\frac{1}{2}$ W. We went on that course for two or three seconds; the officer of the watch brought the ship back to her course, which was S. $\frac{1}{2}$ E. We were steering that course until I received orders from the officer of the watch or the captain to starboard. The helm being starboarded a few seconds, when the "Iron Duke" appeared in sight. Orders were given to port or hard a-port, this being done the "Iron Duke" came into us.

655. Do you know why the helm was ported at 12.30?—To close on the weather division.

656. Describe the state of the wind and weather during your watch?—The weather was moderately clear up to about the time 20 minutes to 1. Then it began to come in very thick. The wind to the best of my belief was on the starboard bow, very light.

657. During the fog did you hear steam whistles or guns of any ship of the squadron?—Only the "Vanguard's."

658. What was the position of "Iron Duke" when last seen when the fog came on?—I did not see the "Iron Duke" before she was reported coming in to us.

659. Throughout your watch, did you not see the "Iron Duke" until the collision?—Not to the best of my recollection.

660. Did the "Vanguard" steer easily on that day?—Not so easy as usual.

661. How much did she yaw?—About half a point each way.

662. What was your position when at the

The witness withdrew.

JAMES HEARN, Quarter-master of H.M.S. "Vanguard," sworn and examined as follows:

J. Hearn.

678. (*Court.*) On the 1st September were you at the conn between 12 and 12.30?—I was.

679. Did you see the "Iron Duke"?—At 12.30 I did.

680. Not before?—When I went on at 12.

681. What was her position at 12, and what at 12.30?—Aster, I should say about $2\frac{1}{2}$ cables distant.

682. Did she seem to be nearer or further off than at 12?—I did not take any more notice.

683. When you came off the conn was the flag-ship in sight?—Yes.

684. What bearing?—I should think 3 points before the beam.

685. Did you see any vessels ahead, if so describe them?—I did not. I was paying attention to steering the ship.

conn?—Standing on the bridge by the standard compass.

663. Were you there from 12.30 to the time of the collision?—Yes.

664. Was there then another quarter-master at the wheel?—Yes.

665. When the helm was starboarded how much was the ship's course altered? How far did she go off to?—A point and a quarter.

666. How long did she remain so off her course?—Scarcely any time at all.

667. Had she begun to return to her course before the collision took place?—She just began to feel her port helm.

668. How much starboard helm did you give on this occasion?—I can't say, because I could not see where I was standing.

669. Do you know how much port helm was given?—I can't say, the orders were hard a-port.

670. How long does it take you to put your helm from hard a-starboard to hard a-port, steaming 7 knots?—Rather better than half a minute.

671. Have you tried it?—I never tried it.

672. How many turns are there from midships to hard one way?—Four.

673. State the direction of "Vanguard's" head at the time of collision?—S. by E. $\frac{1}{4}$ E.

674. (*Capt. Dawkins.*) You have stated that from 12 to 12.30, when you were at the wheel, you steered a S. $\frac{1}{2}$ E. course by the binnacle; do you know whether S. $\frac{1}{2}$ E. is equal to S. $\frac{1}{2}$ E. by the standard compass on which the courses are always given?—To the best of my recollection it is.

675. Would you judge, that being the case, that the "Vanguard" made a good S. $\frac{1}{2}$ E. course from 12 o'clock to the time the helm was starboarded, on the sail being reported right ahead, taking into consideration that the helm for a few seconds was starboarded?—No, because we altered our station from 12 to 12.30.

676. From the time we hauled up to S. $\frac{1}{2}$ E. did we make that course?—Yes.

677. (*Court.*) You stated that you hauled up towards the starboard division; how long were you engaged in doing so, and what course did you steer?—A few seconds, S. $\frac{1}{2}$ W.

The witness withdrew.

686. Were you at the wheel after half-past 12?—I was.

687. Did you receive an order to starboard the helm when a sail was reported ahead?—Yes.

688. How much helm did you give the ship?—Three turns of starboard helm.

689. How far did the ship's head go off her course?—A point and a half.

690. How long did it so remain?—When the "Iron Duke" was reported I looked at the compass; she was heading S. by E. $\frac{1}{4}$ E.

691. How long did she remain off her course?—Three or four seconds when I got the order "hard a-port."

692. How long would it take you to move your helm from hard a-starboard to hard a-port whilst steaming 7 knots?—I never tried it.

The witness withdrew.

JAMES CAMBRIDGE THOMAS, Navigating Lieutenant of H.M.S. "Vanguard," recalled and examined as follows :

693. (*Court.*) Please state what you know regarding the courses steered by "Vanguard" on 1st September between 12 and 1 o'clock?—At 10 minutes past 12 the ship's head was on her course S. $\frac{1}{2}$ E. by standard, and I was not aware that the course had been altered until the time of collision.

694. (*Capt. Dawkins.*) Is S. $\frac{1}{4}$ E. by the starboard binnacle the proper course to steer for a

S. $\frac{1}{2}$ E. course by the standard, on account of the deviation of the two compasses?—The deviation table was lost, and to the best of my recollection it is.

695. (*Court.*) Is not the "Vanguard" always steered by the standard compass?—Yes.

696. Did you give orders for a S. $\frac{1}{2}$ E. course to be steered by the standard?—Yes.

The witness withdrew.

DASHWOOD GOLDIE TANDY, Commander of H.M.S. "Vanguard," recalled and examined as follows :

697. (*Court.*) Please to state anything that will bear upon the present inquiry, which took place under your own observation, between noon on 1st September and the period of the collision?—I can give no information whatever previous to the collision.

698. (*Capt. Dawkins.*) What are the regulations on board the "Vanguard" for the instruction of the young seamen?—They were instructed under the boatswain and day boatswain's mate, and questioned by me; and they were exercised aloft by me and the officers of the watches.

The witness withdrew.

WILLIAM GEORGE PAIGE, Engineer of H.M.S. "Vanguard," sworn and examined as follows :

699. (*Court.*) On the 1st September were you on watch; if so, where, and between what time?—I was, in the engine-room, between half past 12, and a few minutes after the collision.

700. Did you write up the steam register for the period of your watch; if so, produce it?—I did not.

701. Have you any record of what took place in the engine-room up to the period of the collision?—I have not.

702. State from memory what orders you received, and how they were executed?—At 12.40, by the engine-room clock, I received an order through the voice tube to reduce speed from 42 revolutions to 25. At 12.43 I received an order through the voice tube again to reduce to 18; and whilst timing the engines to make sure they were going that speed, both telegraph dials indicated "stop." I shut the steam off both engines, and was about to square the slides with the steam starting gear, when both telegraph dials indicated "full speed ahead." I gave the starboard engines full steam, and was in the act of doing the same to the port, when the collision occurred.

703. How long were the engines stopped?—About 15 seconds.

704. Were you in charge of the watch, and therefore of the engines and boilers?—Yes.

705. Were you the only engineer on duty in the engine-room during the time in question?—I was, but there was an engine-room artificer in the stoke-hole, doing the duties of assistant engineer.

706. How many men had you in the engine-room to work the engines?—There were two men and one petty officer, whose duties are to oil the machinery, and should I require their services it could be obtained; but I did not require their services, as we had steam starting gear.

707. Is the Court to understand that you worked both sets of engines yourself individually, unassisted?—Yes. The leading stoker came up on the platform to assist me, but I did not require his services.

708. Were both sets of starting gear on the same platform?—Yes, very close to each other.

709. Did you consider that one engineer and three men was a sufficient staff to manage the "Vanguard's" engines when keeping station in a squadron?—Yes, when the engineer has had practice at the steam starting gear.

710. How long had you served in the "Vanguard" before that day?—A year and a few days.

711. Had the starboard engines actually started at full speed before the ship was struck?—They had.

712. Could you start both engines at the same time?—No.

713. What prevented you?—Because there are two wheels in connexion with the throttle valves, one on each engine, and they have to be opened one at a time.

714. Why?—Because they are rather hard to open, and you have to use both hands on one wheel.

715. Then two people could start both engines, but one could not, at the same time?—Yes.

716. You received an order for both engines to go ahead full speed; why did you not obey it by starting both engines at once?—I did obey it, but I could only open one valve at a time. There would only be five or six seconds between opening the first and second valve. When going in and out of harbour there are two engineers stationed in the engine-room, but when running with the fleet one is considered sufficient.

717. How long were you going 18 revolutions?—Three minutes.

718. Was the port engine disabled by the collision?—I cannot say, but I believe such to be the case.

719. Did you give the port engine steam?—I did.

720. Did the engines move?—They did.

721. At what speed were the port engines moving at the collision?—About 24 or 25 revolutions.

722. How many revolutions had they made at the time of the collision?—About eight.

723. What occurred to them at the collision?

D

*Navigating-Lieut.
J. C. Thomas.*

16 Sept. 1875

*Commander
D. G. Tandy.*

*Mr. W. G.
Paige.*

Mr. W. G.
Paige.

16 Sept. 1875.

—The after condenser seemed to lift, and the engines decreased in speed.

724. Is the Court to understand that at the moment of collision the "starboard engines were going full speed and the port engines 25?—Yes, but I cannot say to a few revolutions, as I had no opportunity of counting them.

725. Between the order "stop" and "full speed ahead," did the engines actually cease to move?—They did, for about a quarter of a minute.

The witness withdrew.

The Court was then adjourned.

On the Court being re-opened,

ROBERT BROWN, Chief Engineer of H.M.S. "Vanguard," sworn and examined as follows :

Mr. R. Brown.

729. (Court.) State what you know and that bears on this inquiry, and which took place on the 1st of September between the hour of noon and the period of collision?—About a quarter past 12 the senior engineer, Mr. Valentine Horne, came to me and said that the message had come from the captain to keep a good command of steam, and asked whether a boiler that had been previously been ordered to be burned down, should be kept going. I said yes. A short time after this, perhaps 10 minutes, I went down to the engine-room myself to be satisfied that the engineer of the watch had got the order, which he had. At that time I counted the number of revolutions, and made them $41\frac{1}{2}$ both pairs of engines. That was just as the watch was relieved at 12.30. I then left the engine-room, and did not return to it until the collision had occurred.

730. Was the machinery of the "Vanguard" in all respects in perfect efficiency on that day?—Yes, about 17 stay tubes had given way in the boilers during the cruise of the squadron, which had been repaired by the means on board. On that day they were all tight as far as I know.

The witness withdrew.

HENRY DENNIS HICKLEY, Captain of H.M.S. "Iron Duke," sworn and examined as follows :—

Capt.
H. D. Hickley.

734. (Court.) Please to state what you know which bears on this inquiry, and which took place from weighing anchor on the 1st of September until the actual moment of the collision?—The five ships of the reserve squadron, viz., the "Warrior," "Hector," "Vanguard," "Iron Duke," and "Achilles," weighed at about 10.30 a.m. on the 1st September from Kingstown, and proceeded in line ahead at 7 knots, clearing the Kish light vessel about noon, when the Achilles was signalled to part company. The course was given as S. $\frac{1}{2}$ E.; and at 12.15 a signal was made "Form columns of divisions in line ahead." The "Vanguard" and "Iron Duke" being the port division, starboarded their helms together, and the "Iron Duke," following the motions of her leader, resumed the original course with her. The weather being sufficiently fine and clear at this time to see the flag-ship bearing S.W. one mile, and it being my impression that a fog was not coming on, I left the deck. About or a little after 12.30, having been on deck all the forenoon, previously, leaving the deck in charge of the

726. (Capt. Dawkins.) The time you have given by the engine-room clock, was that the correct time?—No, as I relieved at 1 bell punctually, and on looking at the engine-room clock it indicated 27 minutes past 12.

727. Then what was the real time that you first began to alter the revolutions?—12.43.

728. (Lieut. Hathorn.) How long did it take to reduce the number of revolutions from 42 to 25?—Half a minute, as the way has to be taken off.

731. Have you ever impressed on the engineers of the "Vanguard" the very great importance of the two sets of engines being worked simultaneously as to starting, stopping, and alterations of speed when so ordered, especially when keeping station in a squadron?—I have frequently told them to comply with every order from the deck as quickly as possible, and when going in or out of harbour, or in any other what I consider critical position. I always attended in the engine-room myself, and had an engineer stationed by the starting gear of each pair of engines. I did not think this necessary, nor did the captain ever complain of the engines not being moved quick enough when cruising with the squadron; as we had steam starting gear, both pairs could be started within six or eight seconds by one engineer.

732. Were the persons you left in the engine-room at 12.30 sufficient for the proper management of the engines in a case of emergency?—I think so.

733. Were you aware that there was a dense fog on the ship prior to the collision?—No, I knew nothing about it till after.

officer of the watch, with the engines going 50 revolutions, giving directions not to get astern of station, the two ships at this time being 3 cables apart, and seeing the "Vanguard's" masts directly in one ahead and my own ship on her course. After being below about 10 or 12 minutes the mate of the watch came down to tell me that the flag-ship and the "Vanguard" were out of sight. I immediately went on deck, and going to the officer of the watch on the starboard side of the battery, asked what he was doing. His answer was that he had yawed a little out of line to get clear of his next ahead. I made answer, "That won't do; get into line again," and I ordered the helm to be put apart myself. Whilst the ship commenced to pay off to the port helm, I heard the "Vanguard's" steam whistle blowing over the space of six or seven seconds about two points on the starboard bow, and having every reason to believe, from the position of the sound of the whistle, and presuming she was continuing her speed, I ported with confidence first to S. by W., and then to

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S.S.W. There was no interval between S, by W. and S.S.W., except that I asked the quartermaster on both occasions how her head was, and he answering on both occasions S. by W. and S.S.W., on his giving the latter course I said, "That will do; bring her to her course again," namely, S. $\frac{1}{2}$ E. When I heard the "Vanguard's" steam whistle, I ordered, "Answer her signal," when the man who was stationed there turned the whistle, but the steam was not on to it. I immediately (as the steam whistle is turned on on the stoker's flat) sent down to have it turned on, at the same time giving orders, in case it should be defective, to have fog-horns brought on deck. The mate of the watch, in running down the after ladder, met Mr. Rundle, one of the engineers, who instantly himself went and turned on the tap and ran up to the steam whistle in time to turn it just as we collided. The space in time in doing this was therefore very limited. During this time altering the course, as I have previously stated, was taking place, and from the time I ported the helm in the first instance to the time of colliding with the "Vanguard" was not more than three minutes, and her steam whistle was sounded once, and once only, as far as I can judge. What I mean by once only is the space of time that her whistle was heard. On the quartermaster telling me how her head was, namely, S.S.W., and I had given the order to bring her to her course again, the ship canting to port with the first of her starboard helm, I saw the "Vanguard" ahead about half a cable, with her head at about S.E. I stopped the port screw to increase her swing to port, but seeing a collision inevitable, I ordered full speed astern with both engines, but the engines had scarcely moved, if moved at all, when we ran into the "Vanguard" on the port side, abaft the battery.

735. What was your authority for the statement that the speed of the squadron was to be 7 knots?—The admiral's signal on weighing for proceeding at 30 revolutions, and at 11.5, 33 revolutions.

736. Did you estimate that?—Yes.

737. Had you had a previous signal on the subject of speed?—I am not quite certain. The only signals I remember were 30 and 33 revolutions.

738. It appears by the signal log of the flag-ship a general signal was made at 8 a.m. to get up steam to 7 knots. Was that signal reported to you?—Yes, it was.

739. Is it or not generally understood that after the flag-ship has indicated the speed at which she is to go, that that speed will be maintained until a fresh order is given?—Yes.

740. Nevertheless, in the event of the speed having been indicated by the flag-ship, and that she afterwards reduced or increased her speed without making a fresh signal, if you saw her, would you not be bound to keep station?—Yes.

741. In such a case, if you did not see her,

what speed would you maintain?—The same speed.

742. How was the wind on the 1st September?—South-westwardly, very light, 1 to 2.

743. It has been stated that "Iron Duke" was less than 2 cables from "Vanguard" after hauling up. Did you observe that?—No; the angle was taken, and she was 3 cables at 12.30.

744. Are you acquainted with the regulations with regard to fogs in the fog signal book?—Yes.

745. Is there one saying that ships are not to go more than 4 knots in a fog except under special circumstances?—Yes.

746. When you lost sight of the flag-ship in the fog, did you, or not, assume that she had reduced speed to 4 knots?—No, I did not.

747. Why?—I observed that the admiral had not slackened speed when we were going up into station, and I waited for further signal.

748. It being a fog what signal did you wait for?—Any signal the admiral might desire to make by gun or steam whistle.

749. After the fog came on, had the pennants been made by steam whistle by the flag-ship, and repeated by the squadron?—Not to my knowledge.

750. Do you know if that has been the common practice of late years?—Yes.

751. Had you look-out-men placed when the fog came on?—Yes.

752. Was no report made of any steam whistle being heard during the fog, and up to the moment of collision?—None but the steam whistle of the "Vanguard."

753. Could you have heard the signal guns from the flag-ship had they been fired?—I should think so.

754. Were your look-out-men and signalmen specially desired to keep a sharp look out especially on "Vanguard"?—Special look-out-men were put on, but I did not mention the "Vanguard" especially.

755. What look-out-men were specially placed?—Two men on the fore-castle, one of these on the jibboom end; two signalmen were on deck also, the mastheadman up, and chief officer of coast guard on the fore-castle, and a man on the life-buoy, who also had directions to look out abaft.

756. Can you state positively that because you did not hear any signal from the flag-ship reducing speed, it never occurred to you that the flag-ship had reduced her speed because of the fog?—It did not occur to me that the flag-ship had reduced speed. My great idea was to get in station as soon as possible, and within signal distance.

(The president asked the witness to produce the "Iron Duke's" log, the deck log, the fair engine-room register, and the fair signal log.)

The witness placed before the Court the four above-named books.

The Court was then adjourned.

Friday, 17th September, 1875.

The Court having assembled in pursuance of adjournment, was re-opened.

CAPTAIN HICKLEY was recalled and examined as follows:

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Captain Hickley, addressing the Court, said: "With reference to my statement yesterday regarding the distance between the 'Iron Duke' and the 'Vanguard' on first sighting the latter before the collision, I should have said a quarter, instead of half a cable, namely "50 yards, or about that distance."

757. (Court.) Had you any reason for anticipating that "Vanguard" would reduce speed when the fog came on?—No.

758. Did you hear from her any signal to do so?—No.

759. Did you hear her make her pennants?—No; I heard a confused combination of sounds from her whistle.

760. If you had heard her pennants or a clear continuous blast, with the steam whistle, would you have considered it a signal, or an intimation that "Vanguard" intended to reduce speed of engines?—No.

761. What report regarding steam whistle of "Vanguard" was made by your signalman?—I believe I was the first to hear it. No report was made to me by the signalman, and Lieutenant Thompson, the officer of the forenoon watch, a good signal officer, and who looked after the signals always in evolutions, and when the hands were on deck, had the signal book in his hand, waiting, but reported no pennants to me.

762. State the name and rating of the signalman of the watch?—Martin was one, I don't remember the other.

763. Are you aware that "Vanguard" did reduce speed on account of the fog, and apparently before she was in her assigned station?—No, I am not aware.

764. Did it not occur to you that the speed ordered for the squadron might not be maintained by the admiral on account of the fog?—My main thought was to keep station with my leader in getting into position to fulfil the signal under which I was acting. No doubt it would have occurred to me that the admiral would probably reduce speed afterwards.

765. Was the position of the squadron passing the banks off the Irish coast, one that might be regarded as a special reason for maintaining the before ordered speed of the squadron, as indicated in page 42, article 7, "Fog Signal Instructions"?—No, not unless the admiral wished to clear the Kish bank and Codlin light vessel, over which banks the tide was setting the squadron, or unless the admiral wished to get to Queenstown at a certain time of tide, and possibly been pressed for time, might wish to push on, trusting to the fog not being permanent.

766. You state that before the fog came on, the "Iron Duke" was three cables astern of "Vanguard." Why was she out of station?—In altering her course to the eastward, I myself attended to the speed and the steering, and kept the vessels as near as possible together, but on hauling to her course the "Vanguard" gave a spurt ahead, which increased the distance between us, and as it has been my rule and directions that sudden speed is not to be put on in line, but done by revolutions, by the mouth, down

the speaking tube, this system was being followed on the occasion.

767. What speed was "Iron Duke" going at 50 revolutions?—7½.

768. It is stated in the steam register that at 12.30 "Iron Duke" was going 54 revolutions. What speed would that produce?—8 knots.

769. And at 12.40, 60 revolutions, what speed would that produce?—8½ knots, or under. And I may refer to the log of the 23rd August that on leaving Loch Swilly under full speed to pick the squadron up, she was going 8½ at 63 revolutions.

770. What was the state of the weather on that occasion?—Very fine.

771. Did you, finding your ship out of station desire the officer of the watch to lose no time in getting into station?—Equivalent to that; I said "Do not get astern of station."

772. Was it the habit of the officer of the watch, and did he on that day, use a sextant or cause one to be used, in taking angles of the ship ahead?—The officer of the watch always kept his watch with his sextant in his hand; he had it on this occasion, and took angles as he thought necessary.

773. If "Iron Duke" had been at 2 cables instead of 3 when the fog came on, would she have had much difficulty in communicating by steam whistle with "Vanguard" when necessary, observing that it has been stated that "Warrior" and "Hector" communicated by this means all the way to Queenstown?—I know of no difficulty with the weather as it was, even at 3 cables. But the "Iron Duke" was only just outside 2 cables at 12.40 taken by sextant, just before the fog came on.

774. Who took the time, and by what clock?—This evidence is from the officer of the watch who reported it to me, namely, Mr. Evans.

775. Would it be much easier with the wind ahead for a ship astern to hear a whistle from the one ahead, than the contrary?—Yes, much easier.

776. The ship having been so recently as you state so nearly in station, before the fog came on, what explanation did the officer of the watch give for having sheered to port?—I understood him to say to be clear of the stern of his next ahead, or not to be so immediately under her stern.

777. Are you aware that it is stated in "Iron Duke's" log, that when the fog came on you were 3 cables from "Vanguard"?—I am not aware.

778. Was the ship's log brought to you for inspection on the day following the collision?—Yes, and I must have read that; but since then the officer of the watch has told me what I have stated.

779. When you found that "Iron Duke" had sheered to port, what did you say to the officer of the watch?—"That won't do, go into line again."

780. What order was next given, and by whom?—"Port"; the order was given by me.

781. Did you give the officer of the watch

any reason for believing that you had taken charge of the ship, in so far as his duties were concerned, out of his hands, and that his responsibilities as an officer of the watch had entirely ceased for the time?—I decidedly took charge, although I did not tell him his responsibilities had ceased, though virtually for the time they had, as I gave orders after coming on deck as quickly as I could give them, from the time of ordering the helm a-port to the time of collision. I am sure the officer of the watch co-operated most earnestly with me.

782. Do you mean that you did more than give orders, which it was the duty of the officer of the watch to execute, in accordance with the custom of the service; or that the Court is to suppose that you created on that occasion an exceptional state of things in regard to the position and duties of the officer of the watch?—I gave orders, which it was the duty of the officer of the watch to assist me in carrying out, which he did, repeating my orders and acting to the very best of his ability to see those orders carried out. There was nothing exceptional, it was the captain and the officer of the watch working together for the benefit of, and in accordance with, the service.

783. Supposing it were the fact that "Vanguard" had signalled to "Iron Duke" with steam whistle occasionally during the existence of the fog, and that "Iron Duke" had not sheered out of her station, would "Iron Duke" have heard the whistle of "Vanguard"?—Yes; I think certainly we should have heard the whistle, even stationed where we were.

784. When ships in squadron are ordered to take and maintain a stated formation, is it not regarded as a neglect on the part of the officer of the watch when a ship is out of station? And is it a still more serious offence when a ship deliberately and without adequate cause leaves her station and goes out of the line?—Yes; it is regarded as neglect of the officer of the watch if the ship is out of station during his watch. And it certainly is a serious thing to haul out of line through temporary want of judgment or from any other cause.

785. Had the officer of the watch in "Iron Duke" adequate grounds for leaving the line?—No, except his own idea for the safe conduct of the ship.

786. Was that idea sound?—No.

787. It appears that when "Vanguard" was going 42 revolutions "Iron Duke" was going 52 to 54. Have you noticed on former occasions what difference in the number of revolutions was required to enable "Vanguard" and "Iron Duke" to go at the same speed?—"Iron Duke" was in excess of "Vanguard," as far as I have been able to judge, five or six revolutions, but not so great a disparity as is apparent there. This is judging at speed from $6\frac{1}{2}$ up to 8 knots.

788. Do you consider the necessity for obeying the order for formation signalled by the admiral a sufficient reason for "Iron Duke" going at so high a speed as $8\frac{1}{2}$ during a fog when the speed of the admiral's ship had been given at 7 knots?—I thought the necessity for obeying the signal of paramount importance, and should have sanctioned speed to 50 to 54 revolutions to keep my position with my leader in getting into station. This is up to 8 knots. I should not have sanc-

tioned a speed beyond this, and had the last order for speed at the time of my coming on deck been reported to me I should have reduced to an 8-knot speed; and although the engines were working at 60 just before the collision they must have only that moment have attained that speed.

789. When you ported the helm, with what precise object did you do it?—To get into line as the safest formation.

790. What amount of helm did you give?—Easy helm, to cant her the two points neatly and properly into her station.

791. How long was the helm a-port?—It is difficult to estimate. I gave the order "port," asked how her head was; the answer was S. by W. I said "That will not do; keep her to S.S.W." Asked how her head was a second time, and then said, "Now keep her her original course again." This was over a period, I consider, of between two and three minutes; certainly not over that time, rather inside it.

792. When her head was S.S.W., did you hear the steam whistle of "Vanguard" no longer 2 points on the starboard bow, but ahead, or on the port bow?—I did not hear it at all.

793. When you righted the port helm and hauled up towards the original course, had you any grounds for believing that when hauled up you would be in station astern of "Vanguard"?—From the position I heard her steam whistle sound in the first instance, and which I took to be 2 cables off, and supposing her to be going ahead, I ported with confidence and hauled up by judgment; and had the "Vanguard" been going ahead on anything like her proper course, I must have cleared her.

794. Do you mean by "clearing her," giving her a shave, or that when you ported the helm and hauled up again, you expected to find yourself 2 cables astern of "Vanguard"?—Decidedly not the former; decidedly so the latter.

795. It has been stated that the "Vanguard's" steam whistle was sounding a little before and at the moment when she saw "Iron Duke" within 50 yards; can you account for not having heard it in the "Iron Duke"?—I cannot account for it.

796. It has been stated that "Vanguard" stopped her engines for a few moments and put her helm a-starboard, but that her head only went to port to S. by E. $\frac{3}{4}$ E., while you have stated that when "Vanguard" was first in sight immediately before the collision, her head was S.E.; can you reconcile these statements, or give any explanation with regard to them?—No, I cannot reconcile them. My conviction is, as I said, that her head was at least S.E.

797. When "Vanguard" was first seen how was the head of "Iron Duke"?—S.S.W.

798. How do you know?—As I hailed the quarter-master to ask how her head was, and he answered S.S.W., and the ship had then a quarter of a turn starboard helm, the "Vanguard" appeared in sight. It is possible that her head might have been S. by W. $\frac{3}{4}$ W., but I think it was nearer S.S.W.

799. Did any conversation take place between you and the "Vanguard" immediately after the collision, relating to the position of your ships, and the speed you had been going before the collision?—Captain Dawkins and I conversed constantly on our terrible misfortune. Nothing took place at the moment of collision.

Capt. Hickley.

17 Sept. 1875.

Capt. Hickley.
17 Sept. 1875.

800. Did you estimate the amount the "Vanguard" heeled, if anything, when she was struck?—No, her heeling was imperceptible.

801. Did the blow affect the power of standing steady on the "Iron Duke's" deck?—To me personally it inclined me to swing forward, and merely this. But to persons standing facing amidships, it had the effect of making them stagger 2 or 3 paces.

802. What induced you to say to the officer of the watch "What are you doing"?—To make me acquainted with the position and general conduct of the ship.

803. Did you notice immediately upon your reaching the deck, how the ship's head was?—No, I did not.

804. Did the officer of the watch tell you that before yawing, he had seen the "Vanguard" on the wake?—No, he merely, in reply to my question, "What are you doing," said that he had yawed out of line to be clear or not to be immediately astern of his next ahead.

805. Had any strange sail been reported ahead or thereabouts before the fog?—No, not to me.

806. Did you see any strange vessel, or the loom of one just prior to the collision?—No, my attention was directed chiefly to my next ahead, and it is quite possible a vessel might have been in a direct line from the two ships without my seeing her.

807. If you heard loud although confused whistling very near from towards ahead, would it not practically indicate that something was wrong, and that especial care was necessary as to speed?—Certainly not with the present system of signalling. Every care and caution was being practised both for look-out and signals, and everybody was in his station to act under orders immediately, as the "Iron Duke" was going into station as ordered by signal.

808. I presume that you do not mean to say that you would exercise no special care as to speed to a strange vessel whistling loud sounds that you did not understand?—No, certainly not; had I been an independent ship, I should have eased or stopped immediately, and have altered my helm to clear such sound. But under the circumstances, it rather indicated to me the position of the "Vanguard," than alarmed me.

809. Can you state the amount of thickness or otherwise of the fog just prior to the collision?—It was unusually thick, so much so that the "Vanguard" appeared instantaneously at 50 yards off.

810. At what angle should you say the "Iron Duke" struck the "Vanguard"?—At an angle of 6 points, namely, "Iron Duke's" head estimated at S.S.W., and "Vanguard's" at S.E.

811. Did the "Vanguard's" hull appear to you to hold on to the prow of the "Iron Duke" and evidently bear it away with her?—It struck me that she canted our head to port, but our engines acting under the order to go astern, I allowed to act to prevent ripping her side, and we were in collision a very short time.

812. Where is the standard compass of the "Iron Duke"?—Just before the chart house, that is before the mizen mast, and over the wheel, just abreast the gangway, on the bridge.

813. Is there a compass on the battery?—No.

814. How many revolutions were the engines actually going when you came on deck at about 12.40?—54, as I understand.

815. Did you order any change of speed before the order to stop port engine?—No.

816. How many revolutions do "Iron Duke's" engines go, at their utmost speed, all boilers?—The only opportunity I had of judging was on the 23rd August, and on a short trial trip we had to test the engines. 63 revolutions was the utmost we could get, with most indifferent stokers.

817. If the helm had been ported and the starboard engine stopped, do you think the collision would have been avoided?—No, impossible.

818. But in that case, would the "Vanguard" have been struck in a less vital part?—Yes, but with much greater severity.

819. What do you consider was the actual speed of the "Iron Duke" through the water at the instant of collision?—Not less than 7½.

820. At 12.30, when you went off deck, how many revolutions were you going?—50.

821. Did that keep you stationary with "Vanguard" as regards distance?—Apparently not.

822. What was the result, was she gaining or dropping?—To me she appeared for the very short time I observed her, to be about keeping her place, but the officer of the watch who was taking the angles found the "Iron Duke" was dropping, and acted accordingly.

823. Had you such confidence in the officer of the watch as to give him no orders as to the number of revolutions he was not to exceed?—Yes, I had every confidence in the officers of the watches, who in keeping station always regulated speed as necessary.

824. Were you not astonished to find that the officer of the watch had worked the revolutions up to 60?—Yes.

825. Did you take immediate steps when you found that to be the case to reduce the revolutions?—I was not made acquainted with it.

The Court was then adjourned.

On the Court being re-opened CAPTAIN HICKLEY again took his place as a witness.

826. (Court.) Are you aware if there was any defect in the "Iron Duke's" steam whistle to prevent its use prior to the collision?—It was not defective. It was effective when the steam was turned on.

827. Were the "Iron Duke's" engines, one or both, moving at the instant of collision?—I understand they were just commencing to move astern.

828. Had the order been given "full speed"?—Yes, both engines.

829. Can you estimate the time the two ships were in contact?—I should say a minute or a minute and a half.

830. At what angle approximately did the "Iron Duke" leave the "Vanguard," and in what manner?—I should think from the time of the collision the "Iron Duke's" head might

have been brought round by the force of the "Vanguard" riding across her bows, about a point; but of this I am uncertain. We left her with the stern-way we had with our engines without difficulty, and lost sight of each other immediately.

831. Had you stern-way through the water on leaving the "Vanguard"?—Yes.

832. Although no report was made to you of the speed being increased beyond 54 revolutions, did you not feel the additional vibration when in your cabin, and know from that, that the speed had been increased?—No, decidedly not.

833. When you heard the confused sound of the steam whistle, did you form any estimate of the distance it was off?—Yes, coming on deck as I did, and knowing in my own mind the approximate relative positions of the ships, I thought the sounds of the "Vanguard's" whistle corresponded with that distance, although too much on the starboard bow.

834. State what you thought the distance was?—Between 2 and 3 cables.

835. Is it not customary when a fog comes on, for immediate care to be taken that the steam-whistle is ready for use?—Yes.

836. (*Capt. Dawkins.*) Can you state positively that you know the sound of the "Vanguard's" whistle from any other?—Certainly not.

837. Then am I to understand, that the whistle you heard on the supposed starboard-bow might for all you knew be another ship?—It is within the bounds of possibility that another large steamer with a powerful cowl might have come down between the lines, but I don't think it probable, considering she was not in sight a short period before.

838. You stated that a vessel might have been ahead of me, and you might not have known it, is that so?—Yes; I have so stated.

839. Is it not according to the service to make, in fogs, pennants by the steam whistle?—Yes.

840. Not hearing my pennants, but only the screaming of the whistle, which is made by all nations, what reason had you for supposing that it could have been the whistle of the "Vanguard," and had it been that of a merchant vessel passing close under my stern, with the speed you were coming at, at the time, namely, 60 revolutions, would her fate have probably been similar to that of the "Vanguard"?—The bearing of the sound of the whistle I heard was as nearly two points on the bow as possible. Steering the course I did, it proved it to be the "Vanguard's" whistle. Had it been a merchant ship passing between the "Vanguard" and "Iron Duke" with great speed on, I might have cleared her, but I should say I should have collided with her.

841. What tide was running at or about the time of the collision; and would not a 5 knot speed have been a safe rate for a squadron to proceed at?—The tide was running over the banks to the westward at the time; the squadron was rather close on the banks, and had I been in command of the squadron I should have got clear of the Kish bank as soon as possible.

842. Would you consider that going at a 5 knot speed and steering a S. $\frac{1}{2}$ E. course, sufficient care would have been exercised in avoiding the danger?—Possibly so, provided time or tide

was not an object in gaining the port you were steering for.

843. Is it according to the rule of the road at sea, when you hear a whistle in a dense fog on your starboard bow to port your helm, and stand towards the danger?—No. I should say not as a general rule.

844. If the "Iron Duke" had not hauled out of the line, [and no vessel had been reported right ahead, which made "Vanguard" according to the rules of the service alter her course, and supposing "Vanguard" to be reduced to 6 knots speed, was it likely in your opinion that being on deck yourself you would have cleared it?—Had the "Vanguard" not seen the vessel ahead, I don't think the accident could have happened, as then her head would have been pointed on her course, in which case alteration of helm would have been so effective, and easing on the one hand on the "Iron Duke's" part, and increasing speed on the part of the "Vanguard" would have so materially assisted in preventing a collision, which the "Vanguard" being across our bows, or the other hand, brought on.

845. You stated you were going at 60 revolutions just before you came into collision, what state was the sea in at the time?—Calm.

846. What is the pitch of your screw?—21 feet.

847. (*Court.*) Do you not think that the 54 revolutions speed was quite sufficient to ensure a slight gaining on the "Vanguard," and that the speed of 60 revolutions was attended with danger to your next ahead, supposing the "Vanguard" to be going at 42, which was the case when you lost sight of her?—I cannot admit the case that she was going at 42 revolutions, as I rather incline to the belief she was going 46 or 48 before the fog came on, as can be vouched for by her revolution flag seen by Lieutenant Thompson, I think at 12.30. We had been losing ground and the officer of the watch had given the order to increase speed. I consider 54 would have been about the same speed that the "Vanguard" was going. But 60 revolutions, although a greater speed than I should have allowed, would not have been dangerous to the next ahead if we had all been steering the same course. Had it not been for the "Vanguard" appearing suddenly in such a perilous position which caused me to use means to prevent it, the next question I should have asked would have been "What speed are you going" and should have acted accordingly.

848. When the signal was hauled down "form columns of divisions in line ahead" what speed did the "Vanguard" indicate by her steam flag, and was that flag kept permanently in its position until she was lost sight of in the fog?—I am not certain about her revolution flag.

849. (*Capt. Dawkins.*) Do you think, as a sailor, that a captain of a ship would be justified in at once starboarding or [porting his helm and stopping his engines, if the look-out-man in a dense fog reported a ship right ahead, taking into consideration in moving his helm whether it was the starboard or port look-out-man that reported the strange sail?—Yes, if right ahead.

The witness withdrew.

PIERRE GERVAIS EVANS, Lieutenant of H.M.S. "Iron Duke," sworn and examined as follows:

Lieut. Evans.
17 Sept. 1875.

850. (*Court.*) Were you officer of the watch in the "Iron Duke" on 1st September?—Yes, officer of the afternoon watch.

851. State what you know relating to the subject of this inquiry and trial?—The squadron weighed at half-past 10 a.m. The "Achilles" left before 12. The course was made S. $\frac{1}{2}$ E., and columns of divisions in line ahead at a quarter past 12, and when I came on deck to take charge, my orders were "course S. $\frac{1}{2}$ E., columns of "divisions in line ahead, close order," going 50 revolutions slightly astern of station, and inclined to drop; this was at 12.30. On taking on, I put her on to 52 revolutions, and in five minutes time (seeing she was not gaining) as fast as possible, asking how many revolutions that would be. The answer was, if the other half-boiler is put on, we should be going 58. The look-outs having been previously placed on account of the fog by officer of forenoon watch, Lieutenant Thompson, I ordered a man to go to the steam whistle. At 12.40 I lost sight of the flag-ship, and immediately sent down Mr. Latter, chief officer of coastguard, to tell the captain, and as soon as he came up again, that we had lost sight of "Vanguard." On losing sight of "Vanguard," knowing the speed I was going at, and not wishing to follow exactly in the wake of my leader, for fear she might have to stop, I gave the order "starboard;" her head went off 1 point to S. by E. $\frac{1}{2}$ E., and I gave the order

"keep her her course S. $\frac{1}{2}$ E." The captain was close to me by this time; I told him I had given her a slight sheer as I did not like to follow exactly right astern of my leader. He gave the order "port," and a second order "port" in about a minute and a half. Then the whistle was heard on the starboard bow; he gave another order "port," asked the quarter-master how her head was; the answer was S.S.W.; he steadied her. On hearing the steam whistle of the "Vanguard" he ordered our steam whistle to answer. About two minutes after the "Vanguard's" whistle had sounded, we sighted her, about 3 to 4 points on the starboard bow, about 50 yards off. The helm was put hard a-starboard, the port screw stopped, then full speed astern with both engines. About a short minute after that we collided, striking her at an angle of 45 degrees. We were clear of her in about half a minute. The boats crews were called away.

852. How long have you been a lieutenant?—Since 3rd September 1872.

853. Speaking roughly, how long have you been officer of the watch at sea in a square rigged ship?—As sub-lieutenant and midshipman, two years and a half, and about three months as lieutenant at sea.

854. How long have you kept officer's watch in a ship forming part of a squadron?—Nearly all that time.

855. In what squadrons?—Mediterranean.

The Court was then adjourned.

Saturday, 18th September, 1875, 10 o'clock a.m.

The Court having assembled in pursuance of adjournment, was re-opened.

LIEUT. PIERRE GERVAIS EVANS recalled and examined as follows:

17 Sept. 1875.

856. (*Court.*) Were you aware that your station was 2 cables astern of "Vanguard"?—Yes.

857. Also that the speed of the flag-ship was indicated at 7 knots?—Yes.

858. Also that no signal had been made by flag-ship to reduce that speed?—Yes.

859. Have you any explanation to offer for having intentionally and deliberately forsaken your station and sheered "Iron Duke" out of the line?—It was, and is, my opinion that in a fog, knowing the speed my leader was going at, I should be safer 1 point, or nearly 1 point, on her port quarter, than directly astern. This opinion coincides with the opinion of the officer of the forenoon watch expressed at the time, and is in accordance with an article in the Signal Book, page 74, article 16.

860. Did you consider yourself justified by article 16 in leaving your station, as ordered by the admiral in command, without first obtaining the authority of your captain?—Yes, as the captain was not on deck at that time.

861. Had you ever before kept officer's watch in a squadron in prescribed order of sailing in a fog?—On one occasion, for about an hour. I have been in the combined squadron and know their custom in a fog.

862. Were you aware that there is an instruc-

tion in the fog signal book for close order to be maintained in a fog?—Yes.

863. Did you increase the speed to 60 revolutions without previously communicating with the captain; and if so, why?—My orders to the engine-room were as fast as possible; my check on the number of revolutions they would be going was their answer, "If we had the other "half-boiler turned on we should be going 58." My idea was we were going 54 or 55 revolutions. I have not been in the habit of letting the captain know when I alter the revolutions.

864. It appears by the register that the engines were going 54 at 12.30 before being ordered to go full speed at 12.40. Were you aware of that?—No. No order for 54 revolutions had been given, and the order as fast as possible was at 12.35.

865. What order had been given, and when?—50 revolutions before half-past 12; 52 then; 12.35 as fast as possible.

The witness at the request of the Court then produced the rough engine-room register of H.M.S. "Iron Duke." (*Copy annexed.*)

866. Why did you go full speed?—To get into station.

867. When you heard the steam whistle of "Vanguard" at first, how much was it on your

bow, and which bow?—Three points on the starboard bow.

868. And the second time?—I only heard whistle once sounding altogether, for about three to four seconds.

869. Then there was only one?—Only one.

870. Did you see the steam flag of the "Vanguard" indicating speed of her engines. What was the number of the flag, and the height above the gunwale, immediately before the fog?—Yes; No. 4 flag. I am not positive what height it was.

871. Was it half-way up; or was it low?—My impression is, that it was about half-way.

872. How many revolutions did that represent to you?—Either 44 or 46.

873. If half-way up, does it not represent 45?—Yes.

874. Was that flag raised, or lowered, during your watch, prior to the fog coming on?—Not to my knowledge.

875. You stated that you placed a man at the steam whistle, I think, at 12.30; what was he there for?—To sound it.

876. Did he sound it at all?—He tried to before steam was turned on below, again on Captain's order, and just at colliding.

877. Did the whistle sound before the collision?—No.

The witness withdrew.

WILLIAM MAINS, Chief Officer of Coastguard attached to H.M.S. "Iron Duke," sworn and examined as follows, having been first cautioned not to criminate himself:

885. (*Court.*) Did you keep watch on the 1st of September, and where?—Yes, on the top-gallant forecastle; it was my afternoon watch.

886. State what took place during your watch up to the actual period of collision, and which has relation to the movements of "Iron Duke" and "Vanguard"?—I relieved the top-gallant forecastle about 12.25; it was then clear; the mastheadman was at the mast-head, standing up on the foretopmast cross-trees, the starboard side. After being a few minutes on the forecastle, the boatswain's mate of the watch informed me it was the officer of the watches orders to place the look-out. I told the boatswain's mate to tell the captain of the foretop to send his look-out-man up. I saw the captain of the forecastle by the foremast, and I called him by name, and told him to send his look-out. The look-out-man came up. I sent one on the jibboom end by order from the officer of the watch. After that I heard the captain give orders about fog horns. A little while after I heard a steam whistle. This was about 15 or 16 minutes to 1. I reported the same, and the officer of the watch held up his hand in reply. The signalman Martin came up with a fog horn. At this time I sighted the "Vanguard." I got up and shouted out, "Go astern, Sir, full speed, 'Vanguard's' close under our bows." No one answered me. I ran along the forecastle, and put my foot on the ladder going to the upper battery, and the collision occurred. I then saw the officer of the watch, and the order then had been given, "Go astern full speed."

887. During the fog did you hear "Vanguard's" whistle only once?—I heard a ship's steam whistle once.

878. What time did the "Iron Duke" meet the fog?—At 12.40.

879. Have you ever steamed at your full speed in squadron, in any ship you have been in, in a dense fog?—No.

880. Are you aware of the precautions to be taken by an officer of the watch in fogs?—Yes.

881. When you last saw "Vanguard" before the fog, did you consider that "Iron Duke" was gaining on her?—No; I looked through my sextant about a minute before, and she was not gaining perceptibly.

882. (*Capt. Dawkins.*) Referring to your letter of 1st September addressed to Captain Hickley which is before the Court, you state that you gave "Iron Duke" a good sheer off. Do I understand that I point alteration in your course, is what you would call a good sheer off?—At the time of sheering I did not know exactly how much we had sheered, my authority for its being a point being that of the quarter-master.

883. (*Court.*) When did the quarter-master tell you that?—I think the day after.

884. Could you at any time during the fog see the "Vanguard's" wake?—At the first commencement of the fog, and I think just before colliding.

888. How long did the sound continue?—I should think two or three seconds. *Mr. W. Mains.*

889. Have you good hearing?—Yes.

Was "Vanguard's" whistle blowing when you saw her first?—*[The Question was withdrawn].*

890. When you first saw "Vanguard" through the fog, what distance was she?—40 or 50 yards.

891. Was the "Vanguard's" whistle blowing when you saw her first?—Not to my recollection. I only heard it blow once.

892. What time elapsed between your calling out, "Turn astern, full speed," and the order being given to the engine-room?—I did not hear the order given.

893. Did you at any time look for and see the wake of the "Vanguard"?—Not during the fog.

894. Do you mean by the statement you have made to imply that you were the first person on board the "Iron Duke" that saw the "Vanguard" through the fog?—No.

895. When you heard the steam whistle, at what distance did you estimate it to be from you? Was it sharp and clear?—The distance I thought was $1\frac{1}{2}$ cables from us; it was not sharp and clear.

896. What direction?— $1\frac{1}{2}$ points or 2 points on her starboard bow.

897. At what angle did "Iron Duke" come into collision with "Vanguard"?—I cannot say as I did not see.

898. In what direction did you see the "Vanguard" through the fog?—When I saw her first she appeared to be close under our starboard bow, and inside of our flying boom, but I only saw her for a moment.

899. Was she across the "Iron Duke" when you saw her?—No.

Mr. W. Mains.
18 Sept. 1875.

900. How was she heading compared with the "Iron Duke"?—About one point to port.

901. (*Capt. Dawkins.*) When you heard the "Vanguard's" whistle, did it have a jerky kind of sound with it, as if some very short interval between the sounds?—No.

902. Was it, or not, one continuous blast?—It sounded like that.

903. What did the sound put you in mind of?—More like steam being blown off than a whistle.

904. When you first heard this whistle, did you wait to hear it out, or did you immediately report it the officer of the watch?—I reported it immediately.

905. You have stated that the whistle was only heard by you for the space of two or three seconds; am I to understand that that was the whole time it could have been heard by you if you had remained listening?—Yes, I could hear it all the time.

906. Did you hear the "Vanguard's" whistle come to a stop before you reported it?—I cannot say that I did.

907. Then might not the "Vanguard's" whistle have continued blowing more than two or three seconds, the time you stated in your former

The witness withdrew.

JAMES WATSON, Boatman in H. M. Coastguard Service, attached to H.M.S. "Iron Duke," sworn and examined as follows, being first cautioned not to criminate himself:

James Watson.

913. (*Court.*) On 1st September were you on the look-out, if so, during what time, and what place?—Between 12.30 and 12.40 on 1st September, I was ordered on the look-out on the port side of the topgallant forecabin, and I was ordered by the officers of the forecabin to go to the jib-boom end, which I did.

914. What orders had you?—To keep a strict look-out.

915. Anything special in regard to "Vanguard"?—No.

916. Did you hear any steam whistle during that time, if so, in what ship and from what direction?—Not to the best of my belief.

917. Did you hear any sound from any other ship but your own?—No.

918. Did you see anything, any object?—No.

919. During what time were you on the look-out?—Between 12.30 and 12.40.

920. Who relieved you?—A man called William Bryan, a boatman.

921. Was that before or after the collision?—After the collision.

922. When do you suppose the collision took place?—I can't say exactly, it was a short time after I went on the jib-boom end.

923. At what distance did you see the "Van-

The witness withdrew.

The Court was then adjourned until Monday morning next, at 10 o'clock.

Monday, 20th September, 1875, 10 a.m.

The Court, having re-assembled in pursuance of adjournment, was re-opened.

HENRY WILSON, Ordinary Seaman of H.M.S. "Iron Duke," sworn and examined as follows, having been first cautioned not to criminate himself:

Henry Wilson.
20 Sept. 1875.

932. (*Court.*) On 1st September were you on the forecabin look-out; if so between what time?—Yes, from 12.30 to 12.40 I went on watch, and I did not come off the look-out until 4 o'clock.

evidence?—If it had continued blowing longer I should have heard it.

908. Do you think you would have heard the "Vanguard's" whistle when you were calling out "full speed astern"?—If she had been sounding her whistle I think I could.

909. Could you have heard the "Vanguard's" whistle over your own voice when you first reported it, bearing in mind that you have stated that you did not wait until it had stopped?—When I heard the "Vanguard's" steam whistle, I could hear it over my own voice, I think.

910. How long did you hear the whistle?—Two or three seconds.

911. (*Lieut. Hathorn.*) How long a time elapsed from when you first heard the whistle, to the time of sighting "Vanguard"?—From one to two minutes, I should think.

912. How do you estimate that it was 15 or 16 minutes to 1, when you heard the "Vanguard's" steam-whistle?—By order from the officer of the watch, I sent the look-out to the jibboom end, about 20 minutes to 1, and I should think he had been there 5 or 6 minutes before I heard the whistle.

guard" at first?—Between 20 and 30 yards, I think.

924. Did you report her?—Yes.

925. Did you hear the "Vanguard's" steam whistle at that moment?—Not to the best of my recollection at the time she hove in sight.

926. Have you forgotten what took place on the occasion referred to?—No.

927. Then state what took place?—I heard no steam whistle.

928. Did you hear any steam whistle whatever from the time of your first being placed on the look-out up to the moment of seeing the "Vanguard"?—No, excepting a little waste steam from our own valve.

929. At what angle did the "Iron Duke" strike the "Vanguard"?—She struck her abait the port battery, on the port side in a slanting direction.

930. Having been taken off the port bow look-out and placed on the jib-boom end, were you looking out more to port than to starboard?—No, I was looking out as much one way as the other.

931. When did you leave the jib-boom?—I had just time to come from the jib-boom end to the bowsprit end when the collision happened, and knocked me on my face and hands.

934. How far off was "Vanguard" when you

first saw her through the fog?—As near as I can tell, about 40 yards.

935. At what angle did you seem to strike her?—A little abaft the beam.

936. Did you hear the steam whistle of the "Vanguard" at all during the time you were on?—Yes, after the collision.

937. (*Capt. Dawkins.*) Did you hear any one report hearing the steam whistle before the collision?—No.

938. How far from where you were standing

was the officer of the fore-castle?—When I was coming in from the jib-boom I saw the officer of the fore-castle on the starboard side kneeling down on the bluff of the bow, with his hands on the fore-castle rail.

939. Am I to understand that you were on the fore-castle a few minutes before the collision, and that you never heard the officer of the fore-castle report anything?—I never heard anything reported.

940. Are you hard of hearing?—No.

The witness withdrew.

WALTER WOOLCOT, Ordinary Seaman of H.M.S. "Iron Duke," sworn and examined as follows, being first told he need not give any evidence tending to criminate himself:—

941. (*Court.*) On 1st September, were you on the top mast-head look-out, if so, between what time?—Yes, from 12 to 1 o'clock.

942. When did you last see "Vanguard" as the fog came on?—Between 12.30 and 12.40.

943. Was she right ahead, and did you observe how far?—A little off the starboard bow, and about 300 yards distant.

944. Do you think she was more or less than 2 cables?—I don't know the meaning of cables.

945. Were you brought up in a training ship?—Yes.

946. Did you hear during your watch, up to the time of collision, the steam whistle of the "Vanguard"?—No.

947. What part of the "Vanguard" did you see first, just before the collision, and at what distance?—The port side of the "Vanguard," the port battery, about 20 or 30 yards distant.

948. You did not see the masts first?—No.

949. What angle did the collision seem to take place at?—Just abaft the battery, the port side. We struck her very little abaft the battery, coming from a little abaft the beam.

The witness withdrew.

THOMAS PRICE ROSE, Quarter-master of H.M.S. "Iron Duke," sworn and examined as follows, being first cautioned that he was not obliged to give any evidence that might tend to criminate himself

958. (*Court.*) On the 1st September were you at the conn, if so, between what hours?—Yes, between 12 and 4.

959. What course did you steer after hauling up in line with the "Vanguard," in the port division?—S. $\frac{1}{2}$ E.

960. When the fog came on, how did "Vanguard" bear, and at what distance?—Right ahead, about $2\frac{1}{2}$ cables.

961. After the fog came on, did you continue to steer the same course?—No; the officer of the watch told me to give her a sheer out to port, which I did.

962. How much helm did you give?—Half a turn.

963. How much did you order to be given?—Half a turn.

964. What was the name of the man at the wheel to whom you gave the order?—The order was repeated by another man called Hicks; he repeated it to the helmsman called Caven.

965. How long did you keep the helm half a turn at starboard?—About a minute.

966. What helm did you give when you righted her?—I don't remember.

950. Did you hear any one on deck report the "Vanguard" before you saw her?—No.

951. Did you hear any one report her at all?—No.

952. Did you report her yourself?—No.

953. Why not?—Because she came so quick, I had not time to report her before she was struck.

954. Which side of the mast-head were you standing, and was it the fore or after part of the crosstree?—The starboard side of the crosstree and the fore part.

955. Could you see so great a distance as the taffrail of your own ship owing to the fog?—No, I could not.

956. Were you thrown off your feet by the shock of the collision?—Yes.

957. Did your feet actually leave the cross-tree, and was the shock very great, and were the topgallant or royal backstays carried away?—My feet did leave the crosstrees, and I fell on the after part of the crosstrees, and I did not notice whether the topgallant or royal backstays had carried away or not.

967. What order did you give?—"Steady port." *T. Price Rose.*

968. Was "Iron Duke" steering steadily that day?—Yes.

969. How much did she yaw off her course each way?—A quarter of a point each way.

970. When steering S. $\frac{1}{2}$ E., what was the most helm you had to give her each way to keep her on her course?—Sometimes two spokes, sometimes quarter of a turn.

971. State the exact words of the officer of the watch in regard to giving a sheer?—I don't remember the exact words.

972. State as near as you can remember?—I was to give the ship a sheer out to port.

973. Did he say a broad sheer?—I don't remember.

974. Do you mean that he might have said a broad sheer, and that you may have forgotten it?—He might have said so, but I do not recollect.

975. Did you ever hear the "Vanguard's" whistle during the fog, up to the period of the collision?—I heard a whistle just before the collision.

Henry Wilson.

20 Sept. 1875.

W. Woolcot.

T. Price Rose.
20 Sept. 1875.

976. As you have stated that the "Iron Duke" steered so well that two spokes to a quarter of a turn kept her her course, would not half a turn kept steadily over for about a minute, take her very considerably out of her course?—I could not say what it would take her.

977. When you gave the "Iron Duke" this sheer to port how far did her head go off to by the compass?—S. by E. $\frac{1}{2}$ E.

978. After you steadied the ship to her course again what further orders were given about the helm?—The captain gave orders to port helm.

979. How far did the ship's head then go to the westward?—Up to S.S.W.

980. How long did it remain at that?—Until we came into collision.

981. Was your position at the standard compass?—Yes.

982. How long was her head off to S. by E. $\frac{1}{2}$ E?—About a minute or a minute and a half.

983. (*Capt. Dawkins.*) How long do you suppose you heard the steam whistle on your starboard bow before the collision?—I could not say whether it was before or after the captain asked me how her head was the second time.

984. To the best of your belief was it three or four minutes before the collision?—No; I don't think it was more than a minute.

985. What do you suppose the bearing of the whistle to have been?—I could not say.

986. (*Court.*) When the "Vanguard" was reported what did you do with the helm?—The captain gave orders for hard a-starboard.

987. How was the helm at the instant of collision?—Three turns and a half starboard helm.

The witness withdrew.

JAMES CAVENS, Able Seaman of H.M.S. "Iron Duke," sworn and examined, being first cautioned not to criminate himself:

James Cavens.

988. (*Court.*) On 1st September were you at the wheel, and if so, between what time?—Yes, from 12.35 until after the collision.

989. What helm was she carrying either way, when steering S. $\frac{1}{2}$ E.?—A quarter of a turn a-starboard.

990. Were you ordered to starboard the helm some time before the "Vanguard" came in sight, just after fog came on?—I got two orders, "starboard" and then "hard a-starboard." I had half a turn a-port just after the fog came on for about two minutes. I then got the order "steady starboard" a quarter of a turn.

991. For how long?—About three minutes before the collision.

992. Do you remember ever giving half a turn starboard, just after the fog came on?—No.

993. Did you sheer the vessel to starboard after the fog came on?—Yes.

994. Have you at all a clear recollection of what happened on that day?—A little.

995. Who did you relieve?—Joseph Hayle, able seaman.

996. Had the fog come on before you relieved the helm?—No.

997. How was your helm at the time of collision?—Hard a-starboard.

998. How was her head when you took the helm?—S. $\frac{1}{2}$ E.

999. Did you ever go off to S. by E. $\frac{1}{2}$ E. from that?—Not that I know of, as I was steering under the directions of the quarter-master.

The witness withdrew.

NAOMIA VEALE, Signalman of H.M.S. "Iron Duke," sworn and examined as follows, having been first cautioned not to criminate himself:

Naomia Veale.

1000. (*Court.*) On the 1st September were you on the watch; if so, between what time?—Yes, between 12 and 4.

1001. When you last saw "Vanguard" before the fog came on, was she right ahead, and if so, at what distance?—I saw "Vanguard" in line ahead about 12.30, distant about $2\frac{1}{2}$ cables.

1002. After the fog came on and up to the actual period of collision, did you hear the sound of any steam whistle?—No.

1003. Were you looking out for the steam whistle of the flag-ship?—I was looking out on the starboard side of the battery for any signal I could see or hear.

1004. It has been stated in evidence by Captain Hickley and the officer of the watch, that they heard a whistle on the starboard bow before the collision. Did you report that whistle to the officer of the watch?—I heard no whistle whatever before the collision. A few minutes before the collision Captain Hickley sent me away for

the navigating lieutenant. If there was any whistle blown that was why I did not hear it.

1005. Did you hear the officer of the watch some little period prior to the collision, call out to the quarter-master to give the ship a sheer?—I heard the officer of the watch call to the quarter-master, and tell him he had better come forward on the battery, as he could not see clearly aft. That was after the fog came on. He then told him he had better not steer in the ship's wake in case of an accident. I did not hear the officer of the watch tell the quarter-master to give the ship a sheer.

1006. Prior to the fog coming on, did you see the "Vanguard's" revolution flag?—The last I saw of her revolution flag was just before the fog came on. It was number 4 flag up at 45 or 46 revolutions.

1007. Was it varied in height, lowered or raised, at any time during your watch to your knowledge?—Not before the fog came on.

The witness withdrew.

SAMUEL MARTINS, 2nd Class Signalman of H.M.S. "Iron Duke," sworn and examined as follows, being first told he was not bound to give any evidence that might tend to criminate himself:

1008. (*Court.*) On the 1st September were you on watch, and if so, between what time?—Yes; from 20 minutes to 1 until the collision.

1009. Did you hear during that time any steam whistle?—No.

1010. Is your hearing good?—Yes.

1011. Was the "Iron Duke's" whistle blowing?—I did not hear it.

1012. Did you hear the other signalman report a whistle to the officer of the watch?—No.

1013. Did you report one yourself?—No.

The witness withdrew.

HENRY LATTER, Chief Officer of Coastguard attached to H.M.S. "Iron Duke," sworn and examined as follows, being first told he was not obliged to give evidence that might tend to criminate himself:

1017. (*Court.*) On the 1st September were you doing duty as officer of the signals on deck between 12 at noon and the collision?—Between 12.30 and the collision.

1018. When did the fog come on?—About 12.40.

1019. What distance was "Vanguard" at that time?—As far as I know "Iron Duke" was in station by "Vanguard."

1020. What distance would "Vanguard" be from "Iron Duke" if "Iron Duke" was in her station?—2½ cables.

1021. Have you any acquaintance with the signal book, and especially the instructions contained therein?—Not any more than I have gathered during this cruise.

1022. After the fog came on, did "Iron Duke" take a sheer to port?—Not to my knowledge.

1023. During the fog, up to the period of collision, did you hear any steam whistle?—Yes.

1024. When, and in what direction?—When the captain was on the bridge, I don't know the time, between 3 and 4 points on the starboard bow. This was about four minutes before the collision.

1025. What kind of sound was it, was it a jerky sound, or a long continuous confused sound?—Rather a jerky sound, like an ordinary steamer's whistle.

1026. Was it making her pennants?—I should think not.

1027. Did you receive any report from the signalman of this whistle?—The signalman being on the battery, and the captain and two lieutenants being there, if he heard it he would not think it necessary to report it to me.

1028. Did you hear an order given by the captain to the helm on hearing the sound of the whistle?—I heard him give the order "put the helm a-port."

The witness withdrew.

STEPHEN HENRY THOMPSON, Lieutenant of H.M.S. "Iron Duke," sworn and examined as follows, being first cautioned that he need not criminate himself:—

1039. (*Court.*) Please to state what took place under your own observation relating to the subject of the present inquiry and trial, between the hours of 12 at noon and the period of collision?—At noon a signal was made to alter course in succession, leader first, S. ½ E. At 12.15 signal was made "form columns of divisions

1014. The captain and officers of the watch have stated that they heard a whistle a little time before the collision. If you did not hear it being a signalman, how do you account for these officers hearing it, it being specially a part of your duty?—I was sent off deck by the officer of the watch to get the fog horn.

1015. Did you relieve the deck before the fog came on, or after?—After.

1016. Who did you relieve?—Southey, 2nd class signalman.

1029. Do you know if one of your signalmen on deck having to look out in a dense fog was deaf?—Yes, with one ear. I think it was his left ear.

1030. For how long an interval of time did you hear the whistle sounding?—About three seconds.

1031. Was that the only time you heard it?—I heard a blast when she was sighted, and before we struck her.

1032. Then you heard it twice?—Yes.

1033. (*Capt. Dawkins.*) Is it your duty to attend the engine-room telegraph, or is there another officer told off for that special duty?—It is my duty.

1034. Might that have prevented you from hearing more frequently the steam whistle which you say you heard on your starboard bow?—The whistle might have been sounded during my absence down to call the captain.

1035. The engine-room telegraph being alongside the standard compass, did you hear any orders from the officer of the watch, or from the quarter-master of the conn, just after or before the fog set in, to move the helm, and if so, what were they?—None whatever, being sent below to the captain as soon as "Vanguard" was enveloped.

1036. What orders did you give to the engine-room just before or after the fog came on?—I asked the question, what was the number of revolutions it was possible to go; the answer was 58, provided we put on the other half boiler. I gave no other orders.

1037. Can you state whether any orders were given to the engine-room after the fog or just before the fog came on?—If any were given, it was during my absence.

1038. Who works the voice tube and telegraph when you are absent?—The officer of the watch.

S. Martins.

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Mr. Henry Latter.

Lieutenant Thompson.

Lieutenant
Thompson.

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division, and then hauled down almost immediately afterwards; both ships porting their helms to resume original course, S. $\frac{1}{2}$ E. This evolution through being performed rectangularly instead of in line of bearing, and in consequence of flag-ship not reducing speed, we became very much astern. Immediately on seeing this I called the captain's attention to the fact. The "Vanguard" then increased her speed (*showing by flag*) 48 revolutions. This was at about 25 minutes after 12. I did not increase my revolutions, as the ship did not appear to drop very much, but at 12.30 on being relieved, I mentioned to Lieutenant Evans that 50 revolutions did not seem to be quite sufficient, as ship was 3 cables distant; he then gave the order "go 52," and immediately after "as fast as possible," asking down the tube what that would give. After being relieved, having given the following orders, "steer S. $\frac{1}{2}$ E. "close order, columns of division in line ahead, on "no account get astern, look-out-men are on the "topgallant forecastle, although there is no fog, "but I perceive banks ahead, which will in all "probability be on the ship in less than half an "hour," I then left the deck in charge of Lieutenant Evans, but remained to assist the signalman, knowing the fog signals are the most difficult of all, and expecting an evolutionary signal would be immediately made by the flag-ship, or some signal relating to guns during a fog. I was standing on the starboard battery deck alongside of the officer of the watch, and close to the leadsmen in the starboard chains. At 12.40 the fog enveloped the first division, and almost simultaneously the second division. I then called for the fog signal book and senior signalman of watch on deck, warning him to keep an extra good look-out. I heard the officer of the watch give the following orders, "Tell "the captain the first division are out of sight "by a thick fog having come down;" immediately afterwards "that the second division is "also enveloped." The captain then came on deck and proceeded on the starboard side of upper battery, asking the officer of the watch what he had done. I should have added before this, that the officer of the watch ordered quartermaster to give her a sheer. He told the captain he had given her a sheer to be a little on the port quarter of leader. The captain said, "That "won't do, port."

The Court was then cleared.

On the Court being re-opened, the same witness was called, and continued his evidence, as follows:

Then "port" twice again. I was listening with my hand up to my ear for any gun signals, also having the fog signal book in my hand. Whilst the captain was giving the order to port the helm I heard a whistle distinctly on or about three points on the starboard bow. I heard two short flashes and then something which appeared to be other short flashes, an interval between the first two and other flashes. It is very necessary to be perfectly certain of flashing signals by whistle before reporting them. I consequently waited for a repetition, at the same time looking into the fog, and I suddenly observed a steam ship close under, about 25 or 30 yards between 2 and 3 points thereabouts on the starboard bow. The captain and officer of the watch obser-

ving it at the same time, the captain giving the order "hard to starboard, full speed astern, "port engine;" almost immediately afterwards, "full speed astern both engines." I ran aft to see the marines on telegraph had carried out the order. The order then given was "away all "boats crews."

1040. You state that you heard "Vanguard's" whistle about three points on the starboard bow, were you aware how the helm of "Iron Duke" was put on that whistle being heard?—The captain gave orders, "that will do. "bring her her course." I do not know in ~~what~~ direction her head was at that time. I do not know how the helm was put.

1041. Was the ship's head, however, turning to starboard or to port?—I was looking into the fog and did not observe which way her head swung.

1042. Then may we assume that you did not exactly know in what direction you might hear the whistle again, if repeated?—I heard it repeated; but then a confusing sound, as if opened to the full, and causing me to imagine her anywhere on the starboard side of ship, the noise was so great.

1043. Having been an attentive observer for some minutes past of what had been going on in the "Iron Duke" and around her, were you on the whole surprised when you first saw the "Vanguard" under your bows?—Not at the speed we were going, and the orders for port helm.

1044. Were you convinced when you first heard the steam whistle on the starboard bow, it being a confused sound, that it was that of the "Vanguard"?—I was not convinced because it might have been any other ship with pennants ending in two flashes, as I may have missed the first.

1045. When you placed the forecandle look-out did you give orders to stand by the steam whistle, or to get it ready?—Look-out-men take some time placing. Whistle is always supposed to be ready when under steam, and if not, requires a blow down the tube to put it on, which never takes more than 20 seconds.

1046. Are you aware the whistle was not ready when wanted?—Yes; but from 12 to 15 minutes after being relieved.

1047. Can you state the exact order given by the officer of the watch when he told the quartermaster to give her a sheer?—Yes, "Give her a good sheer."

1048. To port or starboard?—I did not hear the remainder, as he walked aft.

1049. Did the collision occur before you reached the telegraph?—No, at the same time.

1050. The revolutions were increased from 50 to 52; in your opinion would that have given the "Iron Duke" a slight gain on the "Vanguard"?—Yes, certainly.

1051. Do you not consider that the order to go as fast as possible was one of danger to a ship next ahead?—No, not with the good system used in squadrons of revolution flags, and general orders from my captain.

1052. Supposing you were going 50 revolutions, and that you were under the impression that by increasing to 52, and that this was giving you a slight gain on your leader, and that you increased your revolutions then to 58, or as

fast as possible, your leader being in a dense fog, and not being able to see his revolution flag, do you not consider under such circumstances the order to be a dangerous one to go as fast as possible?—Not being officer of the watch or in any way concerned, I did not use any judgment. Had I been officer of the watch I should have increased her revolution by revolution, but would then be open to a signal from the flag-ship to keep station.

1053. How would the flag ship have known you were out of station?—(*This question was withdrawn.*)

1054. What is the "Iron Duke's" speed at 60 revolutions?—According to the only guide which was before leaving Plymouth, 60 revolutions gave about 8.2.

1055. You have stated that at 12.25 you saw the "Vanguard" had by her revolution flag increased her number to 48. Do you know from your experience in "Iron Duke," what your number of revolutions would be to keep up an equal speed?—Yes, about 6 more.

1056. (*Capt. Dawkins.*) If you had been officer

The witness withdrew.

WILLIAM JAMES BARRETT, Draughtsman in the Dockyard at Devonport, sworn and examined as follows:

1059. (*Court.*) Do you produce certain drawings of the "Vanguard"?—Yes.

1. Pumps and pipes.
2. Holes in bottom.
3. Water-tight compartments.

A Description of Plans Nos. 1, 2, and 3.

4. A plan of hold.
5. Lower deck.

6. Part plan of main deck.

7. Profile.

8. Sketch of prow.

1060. (*Judge Advocate.*) Are these plans which you have produced correct plans, and are they made under your supervision?—Correct plans as far as being copies of those in office; they have been made under my supervision.

The Court was then adjourned until the following morning at 10 o'clock.

Tuesday, 21st September 1875, 10 a.m.

The Court, having re-assembled in pursuance of adjournment, was re-opened.

GORDON CHARLES YOUNG, Commander of H.M.S. "Achilles," was sworn and examined as follows:

1061. (*Court.*) Were you on board the "Vanguard" on 1st September, and if so, state briefly what occurred under your own observation between the hours of 12.10 and the period of collision?

sion, and which closely pertain to the subject of this inquiry and trial?—I was on board the "Vanguard," but was not on deck until the collision took place.

The witness withdrew.

JAMES DANIEL CHATER, Engineer of H.M.S. "Iron Duke," sworn and examined as follows, being first informed that he need give no evidence tending to criminate himself:

1062. (*Court.*) On 1st September were you on watch in the engine-room of "Iron Duke," and if so, between what periods?—From 12.33 until 4 o'clock p.m.

1063. Was there any other engineer of the watch?—Yes; Mr. Lane, assistant engineer, in charge of stoke-hole.

1064. Was the chief engineer in the engine-room between 12.30 and the period of collision?—No.

1065. What number of revolutions were you told by the officer you relieved at 12.33?—52 revolutions; while relieving the watch orders came down from deck to go as fast as possible.

1066. The engine-room register shows that at 12.30, the revolutions were 54, is that correct?—No, it is not. It was an error of entry, the

revolutions 54 should have been entered for 12.35.

1067. Did you initial the log for that period?—Yes, I did.

1068. Did you read it before affixing your initials?—The rough log I initialled at the end of my watch, but I did not read it over.

1069. Did you write the rough log?—Yes, I did.

1070. Then you wrote at the time an important statement which was not accurate?—I was mistaken in the time, as I did not relieve the watch correctly at 12.30.

1071. When did you get the order "full speed"?—About 12.35.

1072. How many revolutions was that?—At full speed we were going 60.

Lieutenant
Thompson.

20 Sept. 1875.

W. J. Barrett.

Commander
Young.

21 Sept. 1875.

Mr. J. D.
Chater.

Mr. J. D.
Chater.

21 Sept. 1875.

1073. After receiving that order did you report to the officer of the watch the number of revolutions you were making?—No, I had no orders to do so.

1074. How long was it after getting the order, that you were able to increase your revolutions to 60?—About seven minutes.

1075. Did you work gradually up to that, or did you increase it all at one time;—I increased the speed as I gained steam.

1076. (Capt. Dawkins.) What is the pitch of your screw?—21 feet.

1077. What is the slip per-centage in calm weather?—I cannot state, as the slip varies according to the number of revolutions we are working.

The witness withdrew.

PIERRE GERVAIS EVANS, Lieutenant of H.M.S. "Iron Duke," recalled.

Lieut. Evans.

1083. (Court.) What speed was "Iron Duke" going when you relieved the deck?—About $7\frac{1}{2}$ knots.

1084. When you increased speed of engines what was she going in knots?—Nearly 7·8 and afterwards I expected to about 8 knots.

1085. State what speed she was going?—From $7\frac{1}{2}$ to 8·2.

1086. Was 8·2 the most that she went?—Yes, in my judgment.

1087. How did you ascertain that she was going these various speeds?—By my own previous

The witness withdrew.

1078. Fixing your revolutions at 60 what is the slip?—About 15 per cent.

1079. Have you calculated going at 60 revolutions with a screw of 21 foot pitch, with 15 per cent. slip, what speed that would give?—About $10\frac{1}{2}$ knots.

1080. Were 60 revolutions the maximum that the "Iron Duke's" engines were going, during your watch, up to the time of collision?—Yes, it was.

1081. Were you asked from the deck, how many revolutions you were going after getting the orders "go at full speed"?—No, I was not.

1082. Did you receive orders from the deck, more than once, to go at full speed; if oftener, say so?—No, not during my watch.

observation, going nearly those revolutions during the cruise, also by estimated table.

1088. Was the log ever hove during your watch?—No.

1089. Alluding to your answer before the last, how did you estimate the speed of the ship at a period when, as you have previously stated, you had ordered full speed, but did not know that the engines were making 60 revolutions?—In steaming before on two occasions, with the same number of boilers, as fast as possible, the engines were not able to work up beyond 55 revolutions.

The President said the Court has now for the moment concluded the first part of the inquiry and will now proceed to inquire into the measures that were taken for saving the "Vanguard" after the collision, and then for saving the crew.

CAPTAIN DAWKINS was re-called as a witness and examined as follows:

Capt. Dawkins.

1090. (Court.) Please to state briefly, what measures you took after the collision to save the ship from foundering, showing at what moment and for what reasons you decided upon abandoning her, and what measures were taken for the preservation of the crew?—At the moment of collision, I was in the fore-castle of "Vanguard" attending to the clearing of my ship of a sail reported right ahead. The fog at the time was so dense that I could hardly see the length of the ship, but it was a little clearer on the star-board bow, where I distinctly saw the sail. About two minutes after this I turned to go aft, when I observed the head gear of a large ship just abaft my port beam.

Captain Dawkins was informed by the President that the Court wished, at the present moment, that the evidence should be confined to matters after the collision.

1091. (Capt. Dawkins.) At 12.50 "Iron Duke" struck "Vanguard" a little abaft the beam on the port side. I was on the fore-castle at the time, and although the shock was not great, merely heeling "Vanguard" 2 or 3 degrees, I felt certain that she had gone far into us. I immediately gave the orders "Screw down the water-tight compartments," and heard an order from the quarter-deck calling all boat's crews away. I at once went on the after bridge and took command of the ship. The "Iron Duke" in less than two minutes was clear of us, and lost in the fog. My first order was "Blow the

steam whistle," and we had just sufficient steam to do this, and by this means the "Iron Duke" was enabled to steam alongside us. The ports and scuttles were ordered to be barred in, and the boats were being got ready for hoisting out. About five minutes after the collision the chief engineer reported to me from the quarter deck that the ship was sinking. I said, "We have a long way to go yet, put on the steam pumps." He said, "The fires are out, and there is no steam, and the engine and boiler room are filling." We were then in the act of getting out the boats, when the main-brace carried away I fancy from the collision, and the purchases had to be shifted over. About this time "Iron Duke" hove in sight about 50 yards off, the fog being very dense. Feeling sure I should have boat accommodation enough, provided the "Vanguard" did not go from under us, I directed the hand pumps to be manned. They were manned, and worked. Our pinnace at this time was weighed by the derrick, and I kept sufficient number of men to haul her over clear of the ship's side, and lower her into the water, but unfortunately the purchase of the pinnace slipped through the stopper and she came down by the run, staving herself by her own crutches; the remaining uninjured quarter boats and gigs, directly they were lowered, their crews with the exception of boat keepers, were ordered on board "Vanguard." At this time I ordered Commander Young of the "Achilles" to mark the ship's side, and let me know whether

she was settling down. He reported to me that we were going down fast, occasionally, as he received the information from, I believe, Lieutenant Van Koughnet and others whom he had called to his assistance to carry out my orders. The "Vanguard" evidently was foundering, that is to say, she was from my own observation sinking deeper and deeper. I then asked the commander, navigating lieutenant, and, I believe, Commander Young, what they thought of the case, and their answer to me was, "I don't think you can save the ship, and we ought to save the lives of the crew." I held on after this opinion for about five minutes, thinking that something might still arise to save the ship, but finding the ship beginning to heel over to starboard, and still going down, I turned the ship's company up, and order a portion of them into the boats. This I did in order to prevent a greater loss of life if the ship had gone from under us. They had no sooner shoved off than the chief engineer reported to me he thought if we could keep the provision room flat and hold clear of water, we might have a chance, although the time was a most critical one, not only in my own judgment but in that of my officers, that the lives of the ship's company might in a moment be lost, that nothing should be left on my part undone, I ordered the men to return to the pumps, and this they did immediately, and, as by the first lieutenant's report to me, who had charge of the pumps, at the double. The pumps being situated between decks, I felt it my duty to speak in the strongest praise I could find words to express of the behaviour and discipline of my crew. They had not been at the pumps but a few minutes, when the chief engineer came on deck, and said "I have made a mistake, sir, pumping is useless," or words to that effect, and "nothing can be done to save the ship." I then turned the hands up and ordered the men into the boats. After the men had shoved off, the commander and navigating

lieutenant reported to me that the water was running over the engine-room hatchway on to the main deck, and that the water was coming through the water-tight doors of 99 bulkheads which lead between the engine-room flat and the provision room flat, more through the starboard door than the port door, and that it was pouring down and filling up the provision rooms, more than any pump we could bring to bear could clear it. At that time I ordered the commander, navigating lieutenant, and the remainder of the officers, I may mention here, the first lieutenant being one of them, into my galley. And having seen the ship clear of every one I went myself. At the time of my leaving I had only to go three or four steps from the gangway into my boat. I think, although I did not time it myself, it was from a quarter of an hour to 20 minutes before the "Vanguard" went right over on her starboard beam ends, and immediately after sank, going down by the stern. I consider the skill and judgment in steaming up to the "Vanguard" by "Iron Duke" in so dense a fog, showed the greatest nerve and good judgment and seamanship of her captain, and the promptness with which her launch and other boats came to our assistance, relieved my mind of a great deal of anxiety.

In the previous part of my statement I should have mentioned that I ordered minute guns to be fired immediately after the collision. These guns were fired, but I don't know how many, but several.

In conclusion, I have to thank Commander Young, of the "Achilles," and also Lieut. Thompson, of the "Iron Duke," who I perceived was rendering good service on board the "Vanguard," and was one of the last who left the ship in my galley. No ship's company could have behaved better, in my opinion, than the ship's company of the "Vanguard," every order being carried out as orderly as if the ship had been in harbour.

The Court was then cleared.

On the Court being re-opened, the Judge Advocate read to the Court a telegram received by the Commander-in-Chief at this port from the Admiralty, and forwarded for the information of the Court.

This telegram is hereto annexed marked G.

DASHWOOD GOLDIE TANDY, Commander of H.M.S. "Vanguard," re-called.

1092. (Court.) State as briefly as possible what measures were taken, what orders you received and what you gave, after the collision, for the purpose of saving the ship from foundering, as well as those for saving the crew; stating also any other facts which may throw light upon the causes of the vessel foundering?—When I went on deck, immediately after the collision, I took charge on the bridge under the captain; I gave the order to close up everything below; I found all boat's crews had been called away; I lowered starboard-quarter boats and stern boat; I piped hands out boats, and proceeded towards getting them out; I sent a message to the carpenter to see all ports closed on the main deck, and later on I sent Lieutenant Speck and Mr. McClean to assist in getting it done. The pinnacle's derrick was hoisted and the boat weighed. When the order was given to lower the derrick, it was found that they could not

lower with the turn that had been taken with the fall, it was stoppered, and when the fall was eased it slipped through the stopper and the boat and derrick came down with the run; this was about a quarter past 1, I was then ordered to send the hands to the pumps. About a quarter of an hour afterwards the hands were ordered from the pumps to leave the ship. Whilst some were leaving the chief engineer made a report to the captain that he thought the ship might be saved by pumping; this was about 1.25 or 1.30. The men were ordered back to the pumps, but a report was made to me by Mr. McChain and Commander Young, from a boat alongside, that the ship was still sinking and had sunk 4 inches in about five minutes; the boat was at the starboard gangway. The captain then consulted myself, the navigating lieutenant, and Commander Young, and on our report ordered the men from the pumps to quit the ship. When

Capt. Dawkins.

Commander Tandy.

Commander
Tandy.

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the men had left the ship I walked round the main deck and provision room flat, and hailed the others to see that no one was left in the ship, went on deck, and left the ship in the galley with the captain. Whilst I was employed about the pinnace, the sick were reported to me as having left the ship, and that the prisoners were released. When I went down in the provision room flat at about 1.30 or 1.35, I noticed a good deal of leakage round the water-tight doors, particularly the bottom of the starboard one, which had not been properly closed. The starboard tank room was full, and a great deal of water was running into the starboard provision room over the hatch, the hatch being off. There was also water amongst the casks in the centre provision room. The water in the after part of the stoke-hole appeared to me to be about up to the steam pipe; I did not look down in the fore end of the stoke-hole. The water in the engine-

room was flowing over the starboard combings on the main deck.

1093. With reference to the statement marked E, relating to stations for fire quarters and closing water-tight doors, can you give a statement to the Court shewing what officers were stationed to close the water-tight doors and covers of water-tight spaces?—The name of the officer who superintended the men is on the paper—Mr. Redgrave, engineer.

1094. Is that both in harbour and at sea?—Yes.

1095. Is the Court to understand that in the stations for fire quarters and closing water-tight doors at sea, only one officer and that an engineer was responsible for the closing of all the water-tight doors, and covers of water-tight spaces, throughout the ship?—Yes, except the superintendence exercised by the chief and senior engineers.

The witness withdrew.

COMMANDER YOUNG re-called.

Commander
Young.

1096. (Court.) State as briefly as possible what passed under your notice after the collision, and which may throw light upon the causes of the foundering of the "Vanguard," what measures were taken to save the ship, and afterwards to save the crew; describing the conduct of such officers and ship's company as came under your notice, stating whether it was creditable or otherwise?—I went on deck immediately after the collision. The first order I heard given was by Captain Dawkins to close the water-tight doors, and immediately afterwards "pipe out boats," I went aft and assisted to get the pinnace out. After the accident to the pinnace I went on the bridge and asked Commander Tandy if I could be of any use to him. Captain Dawkins then called me and asked me my opinion whether the ship was going down; this was about 1.10 or 1.15. He also asked if anything could be done to save her, I replied that she was going down, and that I knew of nothing more that could be done. I then went to the starboard side of the bridge and asked Lieutenant Van Koughnet who was in a cutter alongside, if she was going fast? He replied, she has sunk about 8 inches since I left about a quarter of an hour ago. I reported this to Captain Dawkins, who then ordered me to look out and report to him how fast the ship was sinking. I went over and asked Lieutenant Van Koughnet to place a mark on the ship's side by which he could tell how she was going down. In an interval of about three minutes she had sunk 4 inches, which I reported to Captain Dawkins, and shortly after I reported to him that she was going fast. Almost immediately after this the men were ordered into the boats. I considered the whole conduct of the officers and men that came under my notice could not have been better, and the most perfect order was maintained throughout. The men who were employed getting out the pinnace were ordered to the pumps about five minutes after the pipe went to get the boats out, the other part remaining to get the pinnace out that was stowed abaft the mizen mast. A party was sent to close all the ports, and the sick were placed in the cutter. The water upon coming in must all

have rushed over the starboard side. One of the engineers at the time told me that one of the water-tight bulkheads had started. I fancy the ship had a slight list to starboard before, and the water all settled over the starboard side. The same engineer told me the "Iron Duke" had struck the "Vanguard" just abreast of a bulkhead.

1097. Did you observe whether the ship's company kept strictly to the work they were ordered to perform, or did any appear to be engaged in saving their property?—The men kept strictly to the work they were ordered, and I observed no men attempt to save anything.

1098. I understand that Captain Dawkins invited your opinion as to what else could have been done towards saving the ship, and that you replied in words to the effect that nothing more could be done. Did it not occur to you towards the early part of the collision, if not later, that the whole of the spare sails of the ships roughly but sufficiently weighted, might, if thrown overboard in large bulk properly attached to the ship from forward and above, been jammed into the hole by the great rush of water?—At the rate the ship was sinking immediately after the collision, I thought she would not remain afloat more than 10 minutes, and it was a question whether the boom boats could be got out in time.

1099. Did you not know that the shutting of every door or other opening in the ship, was of vital importance?—Yes.

1100. Did you volunteer to attend personally to this subject of vital importance? Knowing that the presence of an officer of your rank and experience would have urged every one under you to be most rapid and correct in the execution of those duties?—When I heard the order to get the boats out, I thought it my duty to assist. I had no knowledge of the fittings of the ship below, and I thought it to be the department of the engineers, and that I should not have been of so much service.

1101. Will you state the exact place you were standing at the moment of collision?—I was sitting in the steerage, the port side.

1102. Did you hear the rush of water into the engine-room before you ran on deck?—No.

1103. How soon after the collision did you hear the important pumps working?—I heard the order given. I did not hear the pumps.

1104. At no time did you hear the pumps working; the large winch handles being hoisted round?—I have no recollection of hearing them.

1105. Did you ever visit between decks after the first time of your going on deck?—No, I remained on the bridge.

1106. Was the senior lieutenant carrying out his duties immediately after the collision on the fore-castle, or was he between decks?—I cannot say; I did not know who the senior lieutenant was.

1107. You stated that the ship's company did the duty on which they were ordered well; what did you see them do?—I saw them getting the boats out. I noticed the men when they were ordered to go to the pumps, and when they were ordered into the boats.

1108. Is it to be understood you saw none of the ship's company employed in working the pumps or in closing the water-tight doors?—I

The Court was then adjourned until 10 o'clock the next morning.

Wednesday, 22nd September, 1875, 10 o'clock.

The Court, having re-assembled in pursuance of adjournment, was re-opened.

CHARLES TODD DAWSON, Paymaster of H.M.S. "Vanguard," sworn and examined as follows, being first cautioned not to criminate himself.

1113. (*Court.*) Do you produce a statement regarding the provisions and other stores under your charge on board the "Vanguard" on 1st September, and if so, state the nature of the information it contains.

The witness produced paper marked 17.

1114. Does that statement set forth the weight of provisions and other stores on board, and also show in what parts of the ship they were stowed?—Yes.

The witness withdrew.

ROBERT BROWN, Chief Engineer of H.M.S. "Vanguard" recalled and examined as follows:

1118. (*Court.*) Do you produce a statement showing the amount of coals and stores on board the "Vanguard" on 1st September at the time of the collision, and stating in detail in what bunkers they were stowed?

The witness produced paper marked 16.

1119. State what you know as to all that took place immediately after the collision on 1st September which relates to the subject of this inquiry, whether in connexion with your own duties or those of others, showing your opinion as to the conduct of those officers and men whom you had special opportunities of observing, explaining, so far as you can, the nature of the damage done by the collision, the periods at which water-tight doors, &c. were closed, the direction taken by the water that came in, and general progress of the water up to the period of the foundering. What water-tight spaces, if any, were not closed which ought to have been closed before the collision. What reports you received regarding water-tight doors and covers of water-

saw the men go down to close the afterwater-tight doors immediately after the collision.

1109. Were they accompanied by an officer?—I did not see one.

1110. (*Capt. Dawkins.*) From your knowledge of the time it takes to rig the winch handle pumps in a ship, what time do you consider in an efficient ship the handles and gear would be ready for heaving round?—In a ship with coastguard complement about three or four minutes.

1111. What time elapsed from the collision to the time you heard the men ordered to the pumps?—About five minutes.

1112. Did you hear various orders given by me or the commander to the ship's company in general from the bridge, and did the men execute them with perfect obedience? Or did you at any time hear any opinion that would tend to shake my authority or the discipline of my ship, from either officers or men?—All the orders I heard given were obeyed with alacrity. I have heard no opinion tending to shake the authority of Captain Dawkins.

1115. When the term "flat" is used in this statement, is it meant to imply spaces below the deck that you stand on when you are in the flat?—Yes, in all cases, except the slop room.

1116. Is the stoker's flat below the lower deck?—I think not.

1117. The Court requires the statement to be amended and made more clear, so that you can swear absolutely to the facts contained in it.

Commander Young.

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Mr. C. T. Dawson.

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Mr. R. Brown.

Mr. R. Brown.

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after in the bag rack flat between 67 and 85 bulkheads, and after being satisfied that the doors on the bulkheads forward and aft of the engine room were shut, I went on deck and reported the same to the captain. This was about five minutes, as near as I can judge, after the collision had occurred. I think also, but I am not quite positive, that James Webber, leading stoker mechanic, reported to me that the water-tight door on the floor of the engineer's storeroom was closed before I went on deck. On returning from the upper deck Henry Rose, engine room artificer, whose station was at the steam fire-engine, came and reported to me that he had tried the engines to pump from the main drain pipe, but they would not throw as the valve by which the pipe communicated with the main drain pipe could not be got at, as he had tried, and the water in the stoke-hole was up to his waist. That was the depth of water over the stoke-hold plates, at that time, and the wheel by which the valve in question was worked, was about 2 feet below the plates. To the best of my belief that was from 7 to 10 minutes after the collision had occurred. I then directed Mr. Page, the second senior engineer, to go forward and see if he could do anything towards getting these engines to work. The engine room artificer before alluded to had reported that all the fires were out, except the two foremost on each side. He, the artificer, was then ordered by me to go forward and watch the rising of the water in the stoke-hold. After Mr. Page had been away about four or five minutes, he returned, and reported that it was no use trying the steam fire-engine, the fires were out, there was about 5 feet of water in the stoke-hold over the stoke-hole plates (this was about 15 minutes after the collision) and that the valve of the suction pipe of the steam fire-engine being about 2 feet below the plates could not be got at. A few minutes after this Rose, the engine room artificer, reported to me that a lamp which had been burning in the fore part of the stoke-hold, about 7 feet above the plates, had been extinguished by the rising of the water. That was about 1.15. About this time, or perhaps a little before, I reported to the captain that all the fires were out and that nothing could be done with the steam pumps, and suggested getting the Downton pumps available to work, to endeavour to keep the water down in the stoke-hold and provision room, and a party of men was sent down to man these pumps. All the engineers under my orders assisted with the greatest alacrity in the rigging and placing of the suction boxes

of these pumps, and in a very short time they were at work, in about three minutes. There were three pumps worked vigorously for about 12 or 15 minutes, during which I observed there was a considerable leak at the bottom of the starboard door on 99 bulkhead in the provision room flat, owing partly to the weakness of the door, and partly to its having been closed with the clip of that part in the wrong position, and it could not be righted without opening the door, which the height the water had now attained in the engine room prevented. I tried myself to get it up, but could not. A minute or two after I directed Mr. Horne, the senior engineer, to take the rug off my bed, and try if he could do anything towards stopping it, which he did, without success. The water meanwhile was making its way through the port door on the provision room flat, but not to the same extent as the starboard door, and the bulkhead itself was also leaking in several places, particularly along the top part of it. This must have been about 25 minutes past 1, and soon after an order was passed to come up from below. The men left the pumps, and I went up after them, but having observed that the water in the engine room, though now up to the lower part of the combing on the main deck had apparently been rising less rapidly lately, I said to the captain that I thought if the pumps could be kept going, the ship might be kept afloat for some time longer, in consequence of which the men were again sent to the pumps, but before they had well begun to work them on this occasion they were ordered up from below the second time, I don't know by whom, and the men then got into the boats. Before I left the main deck myself, the water had begun to run over the engine room combing on the main deck, and it was also visible in the provision room among the casks, and I thought further efforts were fruitless. I then went on deck and found that almost the whole of the crew had already gone, and got into a boat on the starboard side myself, the last boat but one I believe that left the ship. When passing round the stern I noticed the water was within a foot of being up to the starboard stern windows, and that the letters of the word "Vanguard" were partly in the water. At the same time I looked at my watch and saw that it was 1.40 Irish time. By the same watch, the ship went down about one minute past 2. On one of the occasions on which I went on deck to make a report to the captain, I suggested to him that if the ship could be taken in tow, she might be got into shallower water before going down.

The witness withdrew.

WILLIAM GEORGE PAIGE, Engineer of H.M.S. "Vanguard," re-called and examined as follows :

Mr. W. G. Paige.

1120. (*Court.*) State what took place on the 1st of September immediately after the collision, and which relates to the subject of this inquiry and trial, also your opinion as to the causes of the ship foundering?—The water rushed over the engine room flat and down through the gratings on to the port engines, forming a cascade over the engines; I heard a rush of water behind. I tried to ascertain where it was exactly coming from, but could not. I looked down towards the injections, as I thought probably I might put on the bilge injections, they were

covered with water, and could not be got at. This was a few minutes after the collision. The water was about a couple of feet above the plates, and the injection sluices a foot below. I then tried to communicate with the stoke-hold with a view of having the steam fire-engine worked. I tried to get at the valve communicating with main drain to open it, but the water was rushing at a great rate through the tunnel from the engine room to the stoke-hole. I then thought I would assist to close the tunnel doors, which doors, when closed, I was in hopes would

have allowed me to get at the valve, I was called into requisition by Mr. Redgrave, engineer, to assist in closing tunnel doors. There were two large gratings over the spindles of each, which I assisted to remove, and seeing that there were two engineers there besides, and that the doors would soon be closed, I hastened on to the stoke-hold. When I arrived there, I found the fires out, about 5 feet of water in the foremost end of stoke-hold, and the men gone. I reported the same to the chief engineer, who again asked me to try the same pump valve, which I did without success, and I reported to the chief engineer. He then ordered me to ascertain what was the matter with the starboard door on number 99 bulkhead, engine-room flat. I examined it, and found one of the catches placed the wrong way. The chief engineer then ordered me to rig the stanchions and place the handles in them (this I should think was about 10 minutes or a quarter past 1), of the starboard after Downton pump, and

to assist the officer in charge of pumps in rigging the foremost pumps, which I did. The pumps were manned twice, the first time for about 10 minutes or a quarter of an hour, and the second for about three minutes. The hands were called up from the pumps, and I went up after them. Mr. Redgrave went up also with me; he went into a boat on the starboard side, and I went into one on the port side, and was taken to the "Iron Duke." I consider that number 99 bulkhead should have been carried up to the top of the underside of the upper deck, as I believe the loss of the "Vanguard" was occasioned from water running aft over the combings of the hatchway of the engine room on the main deck. The fires being out contributed greatly to her sinking so soon, and the water in the stoke-hold preventing the main drain valve being opened, rendering the steam fire-engine useless, which is a very powerful one. Could that have been worked she would have floated for some considerable time longer.

The witness withdrew.

JAMES BORLASE, Engine Room Artificer of H.M.S. "Vanguard," sworn and examined as follows, being first told that he need not criminate himself:

1121. (*Court.*) State what took place on the 1st of September immediately after the collision, and which relates to the subject of this inquiry and trial; also your opinion as to the causes of the ship foundering?—The engines went ahead at full speed for a few moments after the collision, and then stopped. I immediately tried to start the main drain donkey to pump the water out of the ship; but the donkey engine not being over the centre, I looked for the bar to throw it over, but owing to the sudden shock the bar was out of its place, somewhere on the stoke-hold plates at the foremost end of the tunnel. Water at this time, about two minutes after collision, was halfway up my thighs. I felt about for the bar and could not find it. At this time the water was up over my hips. The water was then dashing in the ash-pits, bringing out the ashes with smoke, lapping the flame from under the furnace bars back into the stoke-hole. I tried to start the 40-horse engine suction (this was about four minutes after the collision), but I could not get the plate up, it being fitted close so as to allow no dirt to go

down into the bilge. It required something thin to put in between the two edges, but I had nothing; I left it. This was about five minutes after the collision. The water rising so rapid, and not being able to get any water in my boilers, the steam had generated very quickly to 24 lbs., the lock safety valve pumping tremendously. I eased my other spindle valves of the four boilers to bring my steam down, the working pressure of 18 lbs. also preventing the faces of the lock valves getting damaged. By this time the water was putting the fires all out; this was about six minutes after she struck. I then came forward leaving my steam blowing off easy, and came on deck, running along the stoker's flat to go to the engine room, but when I came to the after bag room flat door, on the starboard side, Mr. Redgrave, the engineer, was closing that door. I put one or two catches on myself, and ran up the ladder into the battery from the bag room flat to report to the engineer that my fires were out. The engineer of the watch was then getting pumps rigged on the starboard side.

The witness withdrew.

MR. CHARLES TODD DAWSON, Paymaster of H.M.S. "Vanguard," was recalled.

1122. (*Court.*) Do you produce the statement as amended, as desired by the Court?—Yes.

The witness produced paper marked 17, previously before the Court.

The witness withdrew.

The Court was then cleared.

On the Court being re-opened, JAMES BORLASE, Engine Room Artificer, recalled and examined as follows:

1123. (*Judge Advocate.*) You are asked to continue your evidence?—I reported to Mr. Paige, the engineer of the watch, "My fires are all out." He said, "Yes, I have reported it to the chief engineer, and I am getting pumps rigged now; go and make yourself useful closing water-tight doors." I then went down in bag flat, tightened up the catches of the water-tight doors with an iron spanner that was

lying on the deck; I mean the two after doors in the bag room flat, and the two foremost leading to the stoker's flat. I heard a pipe to get out boats. This was about 20 minutes after the collision, at 1.10. I went up into the steam pinnace to shut the cocks of the water tanks as they were going to get her out. I then went down into the stoke-hold by the stoke-hold ladder; the water was then about 6 feet 6 inches

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Mr. C. T.
Dawson.

J. Borlase.

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high above the stoke-hole plates, close up to the smoke-box door. I could see no lights in the stoke-hold, only a small hanging lamp that was hanging up on the pinchers about halfway through the stoke-hold, and that just glimmered.

In my opinion, had the doors of the engine room communicating with the stoke-hold been closed as soon as the blow was struck, I could have kept my pumps going, and the vessel might have been saved.

The witness withdrew.

JAMES REDGRAVE, Engineer of H.M.S. "Vanguard," sworn and examined as follows, being first told he need not criminate himself:

Mr. J. Redgrave.

1124. (*Court.*) State what took place on the 1st of September immediately after the collision, and which relates to the subject of this inquiry and trial; also your opinion as to the causes of the ship foundering?—On the collision taking place I was on the main deck, port side, and heard a rush of water in the engine room, and saw it pouring through the gratings on engine-room flat, right on to the port engines. I called out "Shut the doors," and immediately proceeded to take off cap or deck plate for closing port-shaft alley door. While doing so the chief engineer came, and I asked him to get the spanner, which he proceeded to do. In the meantime I had finished taking off the cap, and handed the spanner to Richard George, leading stoker, leaving him and the chief engineer at that place. I proceeded to the lower battery to close tunnel doors. After closing port door and opening and re-closing starboard tunnel door, which I had been told by Mr. Horne was not quite close, I proceeded to the provision room flat. This was about five minutes after the collision, and I assisted in closing doors before and abaft engine-room flat. I mean on 85 and

99 bulkhead. After that I inquired of engine-room storekeeper whether his door was closed in storeroom, and received a reply in the affirmative. I then proceeded to report to chief engineer those doors being closed. This was about 8 to 10 minutes after collision. About 10 minutes after that, at 1.15, I received orders to rig pumps. I rigged them in the following manner: After 7-inch Downton pump to pump from midship provision room; 9-inch starboard side forward to pump from boiler room; 7-inch forward to pump from boiler room. I then reported pumps rigged to chief engineer.

My opinion as to the cause of the ship foundering was the quantity of water that got into the stoke-hold and shaft alley before the doors were closed, so bringing the ship down, that the water flowed over the combings on the main deck. Also leakage from doors in 99 bulkhead filling the starboard tank and provision room, no means being provided for pumping those parts out, except by flowing over shaft passage to midship provision room. The tank room will not drain over shaft passage.

The witness withdrew.

DAVID TIDDY, Carpenter of 1st class of H.M.S. "Vanguard," sworn and examined as follows, being first told he need not criminate myself:

Mr. D. Tiddy.

1125. (*Court.*) State what took place on the 1st of September immediately after the collision, and which relates to the subject of this inquiry and trial; also your opinion as to the causes of the ship foundering?—The first order I heard given after the collision was "Out boats." That order was given by Commander Tandy. I then received orders from Lieutenant Spech and Lieutenant Hathorn to see all ports and scuttles closed; after that to rig all pumps. This was five or six minutes after collision. We commenced rigging pumps as soon as possible, both in the steerage and lower deck forward, not being able to get at the two centre pumps over

the engine room. After rigging those pumps forward and aft, the commander ordered hands to fall in on the upper deck. This must have been half an hour after the collision. The foremost pumps were not finished when we had to leave the ship. Hands were ordered to fall in, and the men were sent to the "Iron Duke." The ship was then well down in the water. I could not see the extent of the damage done. Could I have seen the effect of the blow I could have been able to give a better account of it. I should think the inner skin was started when we were ran into, causing such a great flow of water in a short time.

The witness withdrew.

VALENTINE HORNE, Engineer of H.M.S. "Vanguard," sworn and examined, being first told he need not criminate himself:

Mr. V. Horne.

1126. (*Court.*) State what took place on the 1st of September immediately after collision, and which relates to the subject of this inquiry and trial; also your opinion as to the causes of the ship foundering?—Immediately after collision I went down to the engine room and there I noticed both engines were stopped, and the deck appeared to be forced in the port side, and the heavy iron ladder turned partly round, the water coming in apparently from the underside

of the flat deck, and some from over the deck as well through the gratings. I waited there a short time, about a minute, and I saw the engines would be of no use. I then went from there to the half-deck, and shortly after I heard the cry, "Close water-tight doors." This was about three or four minutes after the collision. The first place I went to was the lower battery, where I took off the caps for closing the water-tight door between the engine room and stoke-hole.

There were two other engineers there at the time. Mr. Leach and Mr. Vivian. I went from there to the engine room to see if the doors were closed. I thought I saw a reflection or opening from the starboard door, and I called out to Mr. Redgrave, who happened to be at the top of the ladder, and told him the starboard door was not quite close. He immediately went to the battery and tried it by moving it back and closing it firmly. I thought afterwards I might have been deceived in stating the door was not quite close. This must have been about five minutes after collision. I then went down into the after part of the flat, from the engine room, and saw the flat doors being closed by a marine and leading stoker. I went from there to see what was being done in the stoke-hole. Before reaching the stoke-hole I looked over the grating and saw a large quantity of water in the stoke-hole; the fires must have been out or nearly so. Then I went forward to the fire engine and saw it was all ready for working, but recollected it would be of no use as the suction valve had not been opened. I then went to the after part of the ship and noticed the catches of the door on the after part of the engine flat on 99 bulkhead were not properly fastened, and water was coming through from the bottom. I got a spanner from the pump close at hand and tightened up all the catches except the bottom ones, one on each door. I tried to fasten those but could not move them. One of the other catches also on the starboard door seemed slack, and that I could do nothing with. I then went forward again and assisted

to get the pumps rigged on the mess deck, the starboard side. This was not completed; the men were called away for working the pumps on the next deck. On coming aft again I noticed the water had risen considerably in the engine room. I went down to the flat again and the doors appeared to be leaking worse at the bottom. I mentioned this to the chief engineer shortly afterwards, and told him I thought something might be stuffed in round the corners. He told me to go to his cabin and get his rug and see if that would do any good. I returned with the rug, and tore off two or three strips, and told the carpenter who was standing by to try and see if he could press the strips into the aperture of the leak. This had little or no effect. Everyone appeared to be leaving the ship at this time. The water was then within 3 inches of the engine room hatch. I went then down to the after part of the stoke-hole and noticed the water was nearly up to the under part of the main steam pipe. About that time I heard a voice say; "I have opened them;" I asked who that was, and found it was one of the leading stokers called Rid. I told him it was no use doing so, and to go on deck, as all the men had been called away to leave the ship. I went up myself afterwards and got into a boat and was taken on board the "Iron Duke."

I think the large quantity of water that entered the ship before the doors were properly closed, and the leakage from various parts caused the ship to sink so low that the water came over the engine room hatch, and filled the other compartments and holds.

Mr. V. Horne.

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The Court was then adjourned until the following morning at 10 o'clock.

Thursday, 23rd September 1875, 10 o'clock.

The Court, having re-assembled in pursuance of an adjournment, was re-opened.

Captain Dawkins then said, "With the approval of the Court, I should like to call the constructor who had charge of the 'Vanguard' when re-fitting in dock in June last, to prove the state in which he found her double-bottom and water-tight doors."

The President, in reply, said the Court would call such witnesses as were required, and that Captain Dawkins might call whom he pleased at the proper time.

23 Sept. 1875.

LIEUTENANT THOMPSON, of H.M.S. "Iron Duke," recalled and examined as follows:

1127. (*Court.*) Were you on board the "Vanguard," after the collision, and if so, between what times?—Yes, about 15 minutes after she was struck, and remained on board until the last boat left the ship.

1128. What duty were you ordered to do?—I went on board without orders, and down below also.

1129. What did you observe relating to the ship foundering when down below, and the means taken to save her?—I observed water above the engines. I then went forward into the lower deck flat and, under Lieutenant Noble, assisted in rigging two pumps which are 9 and 7-inch, before the engine-room and water-tight bulkhead doors. When rigged they were hove round for about 10 or 15 minutes, I then heard the order, "All hands out of the ship," but sang out myself to the men, "Stay, I will go and see by whose orders." I then ran up and on to the bridge,

and mentioned to the captain that the pumps were being hove round, and was it his orders to leave them, or words to that effect; he replied "Yes, they must come up as the pumps are no further use, and the ship is sinking." I then went below and gave the orders to the first lieutenant, Lieutenant Noble, who ordered them up. After this I proceeded forward with a lantern into the lower sick bay, and looked down into the boatswain's store room and found everything dry. I then proceeded aft and tried the bulkhead door before the funnel and found it closed. I then went up the fore hatchway ladder, passed through the mess deck and main deck battery aft, through the steerage, and on passing through the steerage I observed water close up to gratings above the engine room. I then went down the ladder which leads to the provision room flat to look at the bulkhead doors which I observed were closed. That is

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number 99. I was attracted by a hissing noise and a slight pour of water which was coming through the crevices each side and above of these bulkhead doors. I drew Lieutenant Noble's attention, and said "Look, how useless water-tight compartment are if water comes between the crevices like that." The provision room flat had about half an inch of water on it. This was about three minutes before I left the ship, as I heard some one singing out "Come up from

"below." I then went up the provision room flat ladder into the steerage, and on to the quarter deck, and was ordered into the galley by Captain Dawkins who was on the quarter deck. We then shoved off from the ship, and I should think about 20 minutes afterwards she sank. I observed the sick bay bulkhead doors were not closed, and the after bulkhead doors of all were also not closed.

The witness withdrew.

ALEXANDER MOORE, Chief Constructor of Devonport Dockyard, sworn and examined as follows :

Chief
Constructor
Moore.

1130. (*Court.*) Do those plans "prow" and "profile," show the nature and extent of the damage done to the "Vanguard" so far as is known from the reports of divers who have examined her.

The witness examined the plans marked "prow" and "profile."

To the best of my knowledge they do.

1131. Are those plans signed by yourself?—Yes.

1132. Looking at the "profile" plan, please to describe at what point between 99 and 85 bulkhead the vessel was struck, and whether in your opinion there is a probability that 85 bulkhead was started?—She was struck at the part tinted red, and assuming the distances given by the divers to be correct, I think it probable that number 85 bulkhead may have been disturbed.

1133. Did the divers examine from inside the vessel in the neighbourhood of the fracture?—No.

1134. Would they have a difficulty under the circumstances in determining the precise position of the fracture when examining only from outside?—Yes; there would be difficulty.

1135. It has been stated in evidence that the blow seemed to come in the neighbourhood of the condenser; if so, would that be further from 85 bulkhead than the point determined by the divers?—Assuming the position given by the divers of the fracture to be correct it is just opposite the fore end of the condenser.

1136. In your opinion would a blow struck there, as assumed by the divers, give the impression in the engine room that the condenser had been lifted?—No.

1137. Would it have to be further aft?—Yes.

1138. If further aft, in such a position as to appear to those in the engine room to lift the condenser, would the shock be sufficient to start 85 bulkhead?—If any of the attachments in connexion with the condenser had been disturbed by the blow I think it extremely probable that the condenser may have been slightly started, or have had the appearance of being so, as the ship would appear to incline suddenly to starboard by the force with which she was struck. This opinion is based upon the statement given by the shipwright divers who examined the vessel at that particular part, and from whose statement the drawing before the Court marked "Prow" has been very carefully prepared.

1139. In your opinion do you believe there are reasonable grounds for supposing that 85 bulkhead was started?—To the best of my judg-

ment I believe there are reasonable grounds for supposing that 85 bulkhead has been started.

1140. When that started by such a blow where would the water go to when the engine room was filled with water?—Into the coal bunker probably.

1141. Do you assume that only the port side of 85 and not the bottom of the bulkhead would be likely to be started?—My impression is that it is probable the side of the bulkhead only in the neighbourhood of the fracture is the part most likely to have been affected, and not the midship part.

1142. If the engine room was full of water, and 85 bulkhead was in so imperfect a condition after the collision as to allow water to pass into the stoke-hole when the water-tight doors were closed, and thereby fill the stoke-hold compartments in time, would the water thus taken on board be sufficient to sink the ship?—In the absence of minute and elaborate calculation, to the best of my judgment, the compartments so filled would sink the ship.

1143. Looking at the "prow" plan, please to state what is the nature of the damage indicated thereon, and which is based on the reports of the divers?—The two lower armour plates are driven into the ship about 15 inches at the lower edge of the lower streak of armour, and about 2 inches at the upper edge of the second streak of armour, carrying before it the wood backing and the iron frame of the ship, together with a portion of the recess plate, on the inside of the ship, in addition to the bottom plating being cut down to within a few inches of the water-tight longitudinal.

1144. Does it appear to be the fact that the prow point never pierced or even touched the inner skin of the vessel at all?—From the evidence given by the shipwright divers, it does not appear that the prow either touched or pierced the inner bottom at that part.

1145. So that so far as the prow is concerned, the construction of the double bottom secured the vessel from any bad results?—Yes, so far as that particular part of the ship is concerned.

1146. Was the damage done through the armour plating being driven in due to the vessel having a ram bow?—Yes.

1147. It appears by plan "water-tight compartments" that there are two sluice valves in 99 bulkhead?

This question was withdrawn.

1148. How far abaft 85 bulkhead was the ship struck, taking the divers' report as your guide?—As the distance of the fracture was

taken from the battery port by the divers, and not from 85 bulkhead, I can only give an assumed position of the centre of the fracture, which I estimate as about 2 feet from the bulkhead, thus bringing the fore part of the fracture within 6 inches of bulkhead No. 85.

1149. Is not No. 85 bulkhead met by another thwartship bulkhead between the inner and outer skins of the ship?—It is met by a solid frame against the end of the bulkhead.

1150. Are you not of opinion that the inner skin in the neighbourhood of the blow, owing to its being stayed by the thwartship bulkhead in the double side, has materially shaken the inner skin of the ship, and thereby caused heavy leakage?—Judging from the circumstances and appearances furnished to me by the divers, together with the great force with which the ship was struck, I think it extremely probable that a considerable portion of the ship in the neighbourhood of the fracture has been disturbed, and received considerable injury, especially in regard to the starting of rivets.

1151. Do you mean the inner skin of the ship?—If the bulkhead 85 has been started, then the inner skin would be injured, but for what distance I could not describe.

1152. The roof of the double side being secured to the top of the inner skin and the ship's side, are you of opinion that the inner skin of the ship may have been materially injured by its being so, observing also that the roof is about 2 feet 6 inches below the load line?—Assuming that the part called "roof" in the recess plate on which the armour and all its fittings are built up, and which is about 6 feet below the load line, I am of opinion that when

The witness withdrew.

THOMAS McCULLOGH, a Shipwright Diver belonging to the Devonport Dockyard, sworn and examined as follows:

1157. (*Court.*) Have you examined the injuries sustained by the "Vanguard"?—Yes, the fracture only.

1158. Looking at the plans "prow" and "profile," do they appear to describe with tolerable accuracy what you saw yourself?—Yes.

1159. Describe the nature of the fracture as seen from the outside and from the inside?—From the lower part of longitudinal to the lower part of armour shelf it measures in breadth 2 feet in the bottom, 3 feet in the centre, and 2 feet at the armour shelf, that is 9 feet 6 in length. The first streak of armour-plate appears to have gone in about 15 inches bodily; it is struck in the centre by the centre of the "Iron Duke's" prow. The next or second streak of armour-plate appears to have gone in about 6 inches below and an inch and a half above.

1160. Did you examine the inner skin of the double bottom?—Yes.

1161. Describe it?—I found the lower part of longitudinal buckled up and the inner skin perfectly sound. The lower part of armour shelf buckled the same as the longitudinal. We tried the water-tight doors, but could not tell whether they were off or on. I refer to the water-tight doors or man-hole doors in the wing.

1162. Did you observe any clear passage for water through the ship's side into the engine-room?—No.

this recess plate was driven in by the armour, it carried before it a considerable portion of the inner skin at that particular part, together with the lower deck, which is about 2 feet above the recess.

1153. Are there means of transferring at will, to any part that may be necessary, the suction of the steam fire-engine, or is it a rigid fixture?

This question was withdrawn.

1154. The load line as represented in the plans "prow" and "profile" do you believe it to be correct?—The load line as shown on those plans has been copied from the official drawings in office, and do not profess to show the exact draught of the ship at the time of the accident.

1155. (*Capt. Dawkins.*) Did you receive on the "Vanguard" being docked at Devonport in June last any report from officers of your department appointed to carry out the work of over-hauling her double bottom wing passages, and water-tight doors; if so, please to state whether she was reported in a creditable state or otherwise?—The report relating to the double bottom and wing passages was made by my officers, and to the best of my recollection it was very satisfactory. The report relating to the doors should come from the factory.

1156. (*Court.*) About how far approximately at the part of the "Iron Duke's" stem where it struck the armour plating that was driven in, and which appears to have been the sole cause of the leak, does it deviate from the line of a perpendicular stem?—The upper part of the injury to the armour plate would be about 2 feet from the stem of "Iron Duke" had it been a perpendicular stem.

1163. From what you saw, can you account for so large a body of water getting into the ship in so short a space of time?—By the armour-plate being so much injured, I consider that the deck has gone in. I mean the lower deck.

1164. Have you anything further to state which can throw any light upon the injury sustained by the "Vanguard" and the ship foundering?—No.

The witness withdrew, but was immediately again recalled.

1165. (*Court.*) The Court wish to know whether you examined the fracture from the inside of the ship as well as from the outside?—No.

1166. How did you estimate the position of the fracture from the outside?—From the lower deck battery port, 16 feet.

1167. Would it be possible that the fracture was further aft than you have shown?—No, not a foot further.

1168. How did you tell exactly where you were?—We had the drawings of the ship, and that showed that it was between 87 and 89 frame.

1169. Do you remember the number?—Yes.

1170. On looking at "profile" plan, on which

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the injury is marked, it appears to be between 85 and 87; please to examine the plan and say if it should be put further aft?—There was a mistake when we came up, in giving, or Mr.

Rowe, foreman of shipwrights receiving, of 2 feet, and that flung us into the other frame.

1171. Therefore the injury was between 87 and 89?—Yes.

The witness withdrew.

The Court was then adjourned.

On the Court being re-opened,

JOHN WHITE, Shipwright Diver of the Devonport Dockyard, sworn and examined as follows:

J. White.

1172. (Court.) Looking at the "prow" and "profile" plans before you, please to state whether it describes the injury done to the "Vanguard," in accordance with what you saw on examining her?—No; in the "profile" plan it is shown as between 85 and 87. It should have been between 87 and 89.

1173. In other respects does it appear accurately shown?—Yes.

1174. And in the "prow" plan?—That is correct.

1175. State what you saw when you went down to examine the fracture?—I saw a large hole in her side. The size of it below the lower edge of armour was 2 feet in width; it ran from about 5 feet at the top to 3 feet in breadth, and tapered to about 2 feet. The length of it was between 9 and 10 feet. The lower armour streak was bulged in about 15 inches, and the butts of the streak were hove off about 4 inches. The second armour-plate was bulged about 6 inches in, and 18 inches on the plate, showing the shape of the bow of the "Iron Duke." The upper edge of the second armour-plate was canted off $1\frac{1}{2}$ inch. The longitudinal and also the armour shelf was buckled and lifted up, but the inner skin was not pierced.

1176. Did you notice the man-hole door being on or off the upper part of the longitudinal?—We could not ascertain that. We took a batten and stabbed everywhere overhead to see if there was an opening or not. We could not find any. We told the foreman we believed the man-hole cover was on.

1177. How did you ascertain that the fracture was between 87 and 89?—When we told the foreman we had found the hole he asked what guide we had got for giving a correct account of it. We told him the only guide we had got was from one of her ports. We took it from the main deck battery port. It was 16 feet from the aft side of port. Then he asked if we had any other guide to go upon; we told him there was a lower deck illuminator 2 feet from the lower deck scuttle on the aft side. Then he wished us to give the distance of the water-tight bulkhead from the hole, and we told him we could not go through the hole in the frame. He ordered us to take a batten to measure the distance. We took a batten and put through the hole of the frame, and found it about 6 feet forward from the nearest part of the hole.

1178. Was not there space to admit of your passing through the hole in the side?—Yes; we went through on to the longitudinal.

The witness withdrew.

ALEXANDER MOORE, Chief Constructor, recalled and examined.

Chief
Constructor
Moore.

1179. (Court.) Both divers having stated that the fracture in the side of the "Vanguard" was between 87 and 89, instead of between 85 and 87, as shown in the "profile" plan, the last diver having stated that the foremost part of the fracture was 6 feet from the water-tight bulkhead. Please to state, under these circumstances, whether your opinion as to the probability of 85 bulkhead being started by the collision has undergone any change?—I had no idea I should have heard such a statement after the written description I had received of the actual position of the fracture. I am still of opinion, although that opinion is modified, that the bulkhead would be liable to be started or disturbed, as I find from a written statement from Mr. Raw, foreman of the yard, who is at the wreck, that the armour plate is not only driven in 15 inches in the middle of its length, but it turned outwards 4 inches at the ends, showing that the armour-plate

had been disturbed throughout its entire length, which I believe is about 16 feet, and I therefore infer that the whole of the side of the ship throughout that length was more or less disturbed, and, as a consequence, all inside fittings connected therewith would also be disturbed.

1180. Do you know whether the armour-plate was struck in the centre, or near to one of the ends?—The plate in the second streak was struck about 12 inches from the butt, and consequently the plate below it must have been struck nearly in the middle, which will account for its ends being turned off as described in my last answer.

1181. Might the ends of the armour-plate being turned off be a proof that the bulkhead and the structure round it had been strong enough to resist the blow?—It goes to show that great resistance had been offered to the middle of the plate going in, before the ends of the plate drew, or broke their fastenings.

The witness withdrew.

LIEUTENANT THOMPSON, of H.M.S. "Iron Duke," recalled and examined.

Lieut.
Thompson.

1182. (Court.) How long had the pumps you referred to been working when they were abandoned?—From 10 to 15 minutes.

1183. Do you happen to know what compart-

ment they were supposed to be pumping out?—Yes; the stoke-hold and boiler-room.

1184. How did you know that?—Because I knew they did so in the "Iron Duke."

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1185. Were the next two pumps, the 9 and 7-inch, rigged, immediately abaft the battery, and were they worked?—I remained forward, so cannot say for certain, but I saw them rigging the pumps, before I went forward, in the armoury.

1186. Did you see the 7-inch pump rigged and worked over the provision room?—No, all hands had left the ship from below when I went aft.

1187. Was the water in the stoke-hold as high as the water in the engine-room when you first observed it?—Yes, if what I observed under the grating before the funnel was from the stoke-hold.

1188. Did you observe whether the water-tight doors between the engine-room and stoke-hold were closed; particularising those in the engine-room and those in the flats?—The outer bulkhead doors both sides of engine-room flats, as far forward as the funnel, were closed, but the four inner ones I cannot say. Those in the engine-room I also did not see.

1189. Was the water that came on to the provision flat while you were there deep enough to run over the combings into the provision rooms, observing that you have stated it was about half an inch in depth?—No, as it only wet my socks a little, and I had no shoes on.

1190. Did you happen to look into the provision room and see the casks, or into the bread

room?—No; hearing the hail from the upper deck I had to make haste.

1191. Was the hatch of the provision room off?—No, I do not think it was.

1192. Is it to be understood that you attach little or no importance to such imperfections as you noticed in 99 bulkhead and its door as affecting the case of the ship foundering?—None whatever.

1193. Do you state that you examined the store-room forward? It has been stated in evidence that the flap was on the store-room hatchway, and, in fact, tightly secured. Are you quite certain that what you went into, or looked into, was the store-room?—Yes, quite positive, as I went two or three steps down a ladder with a light, and a sailor following me.

1194. How did the officers and ship's company appear to be doing their duty, stating whether there was any confusion or slackness in going below, and remaining below, when ordered?—The officers and men whom I actually was working with and under carried out all the orders with smartness, but there was undoubtedly a confusion in rigging the pumps. I supposed from there being so many of the hands on deck.

1195. Who rigged the pumps?—One engineer, and I think a stoker; but the flat was almost in total darkness.

The witness withdrew.

CAPTAIN DAWKINS recalled and examined.

1196. (*Court.*) On the collision taking place did you blow the bugle call which you state had been the signal for stations for closing water-tight doors?—No, because it was so clear to me from my orders that on anything happening the doors were to be at once closed, and this I knew was being done almost before my orders were heard, and the doors were reported to me as closed in about five minutes.

1197. Were these orders written and made public in any way in that form?—The chief engineer on joining the ship was sent for by me alone in my cabin, and I told him to consider that he could at all times come to me, provided he saw anything or could suggest anything for the good of the ship in his department, and that I would talk it over with him, and if I approved of it would then, through the commander, adopt it. Respecting the orders for closing the doors, it was a suggestion of my own, and the chief engineer and commander were told by me to arrange what they considered would be the best station for the men. This was brought to me in the usual form of a station on paper. I read it over and considered it a good station, and it received my sanction, and was exercised from time to time.

1198. Did you entrust entirely to the care of the chief engineer and his officers the duty of closing all water-tight doors and covers of water-

tight spaces, or were there others, and if so, who were they?—My orders were, that Mr. Redgrave, an engineer, should be excused entirely from all other duty except when the ship was especially under steam, and even then he had care of the water-tight doors, wing passages, and water-tight bulkheads, in fact, everything appertaining to the bottom of the ship, and that I know this officer did nothing else. With respect to the closing of the doors and compartments, the chief engineer had charge of them.

1199. Were all or any of the hand pumps worked, and for how long in each case?—I should say from ten minutes to a quarter of an hour. I conclude that all pumps that would be available, where most required, were worked, or I should most certainly have been informed to the contrary.

1200. Have you no positive knowledge as to which pumps were worked and which not, if any were not, and which compartments the pumps were made to apply to respectively?—The 9 and 7-inch pumps were working on the lower deck forward; it was reported to me that they were working, and I heard plainly the winch handles being worked under the half-deck; this was about 1.15. The pumps that I heard working abaft I could not see, but only heard the handles going round.

Capt. Dawkins.

The Court was then adjourned until the following morning at 10 o'clock.

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The Court having re-assembled, in pursuance of adjournment, was re-opened.

CAPTAIN DAWKINS recalled as witness.

Capt. Dawkins.

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1201. (*Court.*) State what reports were made to you, and by whom from time to time, and at what times, as to the depth of the water in each of the compartments, from the period of collision to that when you abandoned the ship?—The chief engineer, about five minutes after the ship was struck, reported to me that the engine-room was filling up fast, and that there was a considerable quantity of water going into the boiler-room, and that he thought the ship was sinking. Soon after this the commander reported to me that the water was gaining rapidly in the engine-room and boiler-room. I received from time to time reports from the commander and from the chief engineer that the water was rapidly coming in in the boiler-room, and that the engine-room was full up. I was convinced these reports did not want verifying as I was watching the ship. The commander and navigating lieutenant reported the provision room compartment and tank-room had a large quantity of water in them; this was about 1.30. The navigating lieutenant and commander went down to examine the provision room flat at about 1.35. The commander reported to me that the water was running in very fast, and the navigating lieutenant reported to me that it was coming through the doors and finding its way in different places through 99 bulkhead, and that he thought no pumps that could be brought to bear on it would have any effect at all. I frequently from time to time after the collision made inquiries as to the rising of the water, and received reports in addition to these, from whom I cannot now say. The remaining compartments of the ship were free from water, and my attention was directed in having, both before and abaft, the injury attended carefully to, which I had every reason to believe, so far as it lay in our power, was done.

1202. How did you know that the other compartments were dry?—I concluded that as no damage was done to the fore end or after end of the ship, and that it would be evident if any water had come in, it must have come to my knowledge from various sources, such as the warrant officers and those in charge of store rooms; but the fore compartment containing the lower boatswain, carpenter, and gunners store rooms could not have been seen into by any one shortly before leaving the ship, as the water-tight flap was screwed down.

1203. When your ship is, at sea at night are reports made to the officers of the watch periodically, as to the amount of water in the various compartments or parts of the ship?—Always at evening quarters the carpenter reports the ship, to the best of my belief, dry, and the officer of the watches receive half-hourly reports of the rounds, and I believe that the officer of the watches receive the usual reports as is the custom of the service.

1204. Under the circumstances of the "Vanguard" after the collision, while you remained on board the ship, was it the duty of the carpenter to examine and to report from time to

time the condition of the various compartments as to depth of water, as ascertained by the usual means for making such measurements?—Under the circumstances I think the carpenter's services were better employed in barring in ports and rigging pumps. When he had finished that work I think his attention should be directed to sounding the various compartments, but with a small staff of carpenters, five I believe, I think there was no time left.

1205. That was up to the time of your leaving the ship?—Yes.

1206. Then is it to be understood that the ship's pumps were not all rigged and fit for work until just before or at the moment of your abandoning the ship?—The foremost pumps were rigged on the lower deck and worked. The carpenter just before leaving the ship was rigging the same pumps on the main deck. The pumps of the "Vanguard" work on main deck, but they are only supposed to work there in the case of fire. The 7-inch pump in the provision room flat was rigged and worked, but the pumps just abaft the main deck battery were not completed, I believe, when we had to leave the ship.

1207. Therefore it may be assumed that the actual depth of water in the various compartments of the ship was not reported to you from time to time or in any case as the result of actual measurement?—It was reported to me by the chief engineer who had the means of approximating the rising of the water by combings of hatchways, height over engines, but no actual measurement.

1208. Are you aware that there are tubes for the special purpose of sounding compartments and water-tight spaces?—Yes.

1209. Was the tube for that purpose in the provision compartment used?—Not to my knowledge.

1210. Is there a tube for sounding the warrant officers store room, the flap of which you said was made water-tight?—I believe there is.

1211. Referring to your reply to a former question?—I could not be positive that there was no water there.

1212. Who gave the orders for the boats to be called away, and did you approve of it?—The officer of the watch, Lieutenant Hathorn, and I did approve of it.

1213. When the chief engineer first reported his opinion, five minutes after the collision, that the ship was sinking, in what time did you suppose from his report that the ship was likely to founder?—I did not think that the ship would go down at all, for the engine-room I knew would fill, and the water reported to me as rushing in to the stoke-hold, I considered it was only on account of the time occupied in closing the doors.

1214. Why were the 9 and 7-inch pumps above the engine-room flat not rigged and worked immediately after the collision?—I believe that flat filled up with water in a very short time.

1215. Might these pumps have been rigged and worked on the main deck?—Yes, those are

the pumps I alluded to as not being rigged when the ship was abandoned.

1216. Why were they not rigged?—They could not, I believe, be connected without someone diving down to connect them.

1217. Could they not have been connected immediately after the collision?—I should think so, but I am not aware of the time it takes to do this.

1218. The Court observe that in a question asked by you of Commander Young he implied in his answer that the ship's pumps were ready for work in about five minutes after collision. Is it to be understood that that was the time in which the ship's pumps were ready for work?—Not all of them.

1219. Why were the 9 and 7-inch over the engine-room flat not rigged and worked immediately after the collision?—There would have been no time, I believe, to have worked them in the engine-room flat, and not being connected before that flat filled, which was in a very short time, they could not, I believe, dive to connect them.

1220. Were you aware at the time that these pumps were not rigged?—I was not.

1221. If the pumps could have been rigged would the order that was given "rig pumps" include them?—Yes.

1222. Assuming that the pumps could have been rigged, as they were not rigged, what officers or men should be considered responsible?—The carpenter and his staff assisted by the engineer department, are the staff that should have got the pump in working order, but before this pump could have been rigged, the water was over it.

1223. Was any lieutenant responsible for seeing the pumps were rigged?—The senior lieutenant of the ship is stationed on the lower deck, and his orders are to have charge of pumps; he is responsible—Lieut. Noble.

1224. For that part of the pumps on the engine-room flat which require to be prepared when the pumps are worked on the main deck, what officer is responsible for their being prepared?—I should consider the lieutenants of the main deck quarters would attend to this duty.

1225. Would any engineer officer be responsible, and who?—I could not say.

1226. Were you aware of any of the wing space covers being off before the collision, and if so, which were they; and also as to covers in the double bottom?—My orders are to screw up every door in double bottom before the ship weighs anchor, but I am not certain whether any of the doors were off or not. But I do not believe they were off. There were some men working, I believe, in some part of those doors, I am given to understand they were put on.

1227. By whom?—The commander reported to me that he thought the doors were put on, and although perhaps not screwed down very tight, were not leaky.

1228. Was the water getting in in such large quantities in the stoke-hold after the water-tight doors were shut, satisfactorily accounted for at the time?—I could not say where it came from, nor did anyone suggest to me how I could stop it.

1229. Did the water rise in the stoke-hold after the doors in 85 were closed?—Yes.

1230-1. How do you account for the ship

foundering?—By the engine-room and boiler-room filling, and I am of opinion that 99 bulk-head must have leaked considerably below the lower deck, thereby causing the water to fill up the provision room flat, or probably 99 bulk-head was started, as in my opinion "Iron Duke" must have ripped our bottom along as she cleared us in that direction, her bow going aft. The water from the engine-room may have got into the boiler-room through any ventilating holes, which I am not able to answer.

1232. Why were the men ordered up into the boats from the pumps when they had just been manned through the advice of the chief engineer, and when he had observed that the water was coming in much less rapidly?—Because the ship was sinking more rapidly than she had done before, and I considered that I had remained by the ship longer than the judgment of my principal officers advised me to do. And it was evident to me that the ship would founder with us all on board, and it was my duty, knowing the ship to be lost, to save the lives of the crew. In this opinion the chief engineer concurred, stating that he had made a mistake about further pumping, as it was useless.

1233. Was it 20 minutes before the ship foundered when you yourself left the ship?—By the log I left a quarter of an hour before she foundered.

1234. Did an hour and 12 minutes elapse between the collision and the foundering of the vessel?—Yes.

1235. Were the whole of your ship's company on board the last time you gave the order for the pumps to cease working?—No. I had previously sent a portion of the men that I knew could be spared, to the "Iron Duke."

1236. About how many remained?—About 230 out of 340.

1237. How long before you left the ship had you given the order to abandon the pumps?—About 7 minutes, or 10 minutes.

1238. Considering that the ship took about an hour and 12 minutes to founder, and that the sea was smooth, can you give any explanation of no attempt having been made to stop or check the leak, either by sails outside, or by materials inside shored up against the side of the leak?—The shoring up of the fracture from inside, I should consider not practicable at all. At the time I felt the "Vanguard" to be sinking there was no time then to get sails prepared to go over the side. The suggestion of sails was never made to me, nor do I conscientiously believe when I first knew the "Vanguard" was going, that I could have got them up, or that they would have been ready for service.

1239. Considering that the ship took about one hour and 12 minutes to founder, please to explain why no effort was made to tow the ship on to the bank with 11 fathoms of water on it, at the time of the collision, about 8 cables distant?—I did send and asked Capt. Hickley if he could take us in tow. The message was sent by one of his boats that came to our assistance. I believe Capt. Hickley did not consider it practicable.

1240. Did you believe it practicable?—If "Iron Duke's" hemp cable had been ready it might have been done, but Capt. Hickley entertained the same opinion as myself, that the

Capt. Dawkins. "Vanguard" would have gone down some half an hour before she did. I am not sure that Capt. Hickley received my message. But I gave it distinctly to one of his boats, in the presence of Commander Tandy.

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1241. You believing that your ship could be taken in tow by "Iron Duke," did you order Capt. Hickley to take the "Vanguard" in tow?—No. My message was, "Ask Capt. Hickley if he will take us in tow."

1242. Who brought the answer, and what was it?—No answer was received.

1243. Did your navigating officer suggest to you to take the ship into shoaler water?—No.

1244. Does it appear that the ship foundered 8 cables from 12 fathoms? (the witness referred to "Vanguard's" Chart B.)—Yes.

1245. Did Mr. Brown, chief engineer, or Mr. Redgrave, or any other official, ever complain to you of imperfection in any of the water-tight doors, covers, man-holes, valves, or bulkhead, as incapable of doing what was expected of them, namely, to keep water out under pressure?—No.

1246. Did you ever personally go round your ship immediately after practising the stations for closing doors, &c., and thoroughly satisfy yourself that all the openings had been well secured, and that the ship was safe in regard to them?—Yes; occasionally after drill, and frequently at other times.

1247. It might be very useful if you could describe the force with which the "Vanguard" struck the bottom of the sea; please to do so?—On the "Vanguard" foundering under my own observation, she appeared to me to strike heavily, as she shook, I should say, violently, shaking her topgallant-mast out of her.

1248. Did she sink leisurely, or with great rapidity?—With rapidity.

Captain Dawkins returned to his place as prisoner.

ROBERT BROWN, Chief Engineer of H.M.S. "Vanguard," recalled and examined.

Mr. R. Brown. 1258. (Court.) Were any covers of the wing spaces or double bottom opened and not closed again, before the collision; if so, where were they situated?—To the best of my knowledge two of the covers of the wing passages were off at the time of collision. I cannot say for certain where they were, Mr. Redgrave, the engineer, having charge of that part of the work; but I think they were in the stoker's flat, on the starboard side. They had been taken off to allow of the quarterly inspection, cleaning, and painting, which is enjoined by Admiralty circular. My orders at first to Mr. Redgrave were that these wing compartments should be closed up as they were painted. But it was found by personal inspection, on my part, that after a portion had been painted, a gas was generated from the surface of the paint that prevented lights burning; and I, therefore, authorised him to have two open at a time. The whole of the double bottom doors were screwed down tight before the ship proceeded on the cruise, and were not again opened to my knowledge.

1259. Could the water from the fracture have found its way into these wing spaces that had their covers off at the time of collision?—No; the water-tight bulkheads at 67 and 85 were

The Court was then cleared.

On the Court being re-opened,

Captain Dawkins' examination was resumed.

1249. With regard to question number 1246, did you understand it to mean that prior to the exercise being finished, or after the officers and crew had been dismissed from that exercise?—I went round occasionally before the drill was dismissed, and remarked on the doors, observing that I thought small holes should be cut for fire hoses, in order, in case of fire, the hoses might be led from one compartment to the other, instead of having to lead the hoses up to the main deck, and down to another compartment.

1250. I wish to know whether during this important drill, you visited your ship in detail, and were thoroughly satisfied with the result?—I did; and I was satisfied.

1251. What was the sea-going complement of the "Vanguard"?—I believe 499.

1252. What number of men had you on board on 1st September?—I believe about 340.

1253. Had you a full sea-going complement of officers?—No.

1254. How many engineers had you on board?—Six, I believe, not including the chief.

1255. What is the height of the combings on the provision room deck?—About a foot. Some a little more and some a little less.

1256. You stated that the commander and navigating lieutenant reported to you that the water was running down and filling up the provision room. Was that report made to you?—It was.

1257. It is also in evidence, a moment prior to your quitting the ship, that the water was only half an inch deep on that deck; is that correct?—I place confidence in the commander and navigating lieutenant.

between the water and these covers, and the water-tight doors in both these bulkheads were closed.

1260. Can you add that you know that neither of these doors, nor the bulkhead, allowed water to pass through them?—I know that the doors on number 85 leaked, but the water had not attained height enough on the flat between them and bulkhead 67 to rise up over the cill of the door, to flow into the compartment forward of number 67, when we left the ship.

1261. Would the water from the stoke-hold be able to get into these wing spaces?—It would when it came high enough, but the senior engineer, Mr. Horn, reported to me that he had looked into the stoke-hold, about 1.30 or 1.35, and at that time the water in the stoke-hold was only up to the lower part of the main steam pipe, and that was about 5 or 6 feet below the combings on that deck, I mean the lower deck.

1262. At what height was the water in the engine-room at that moment?—It was partly in the combings on the main deck at 1.30.

1263. May it be assumed that five minutes before the ship was abandoned, while the water had risen to the combings of the main deck in

the engine-room compartment, it had only reached within 5 or 6 feet of the lower deck in the boiler-room compartment. To the best of my knowledge, yes.

1264. Did you order these covers of wing spaces to be put on, and were they put on after the collision?—No, there were so many other things to do.

1265. Are you of opinion that the covers being off the wing spaces, exercised no influence on the ship foundering?—Not till after the ship was abandoned.

1266. Was the ship abandoned by your advice?—No.

1267. When Captain Dawkins states that he abandoned the ship with the concurrence of the superior officers, are you of opinion that you were not included as one of them?—After the order had been given to abandon the ship, I told Captain Dawkins that I thought further efforts to save her were fruitless, as the water then was beginning to come over the main deck combings, and I concluded that my opinion had been given to him that it was right to abandon her at the time we did.

1268. Could any other covers of wing spaces have been off without you knowing it?—They might have been, but I cannot say.

1269. Were you responsible under the regulations for knowing whether such covers were off or on?—The regulations say that these doors are only to be opened and closed by the chief engineer or one of his subordinates, and therefore I do not think that I was entirely responsible, besides the work in the wing passages was going on with the knowledge of the captain and commander, and an engineer was specially told off for this duty.

1270. Please to state the regulation which enables the chief engineer to share any of his responsibility with one of the other engineer officers?—I believe I was entirely responsible for them by the regulations, but as this work was being done with the sanction of the captain and commander, Mr. Redgrave was allowed by me to have some discretionary power as to the opening of these wing covers.

1271. So that it might not be wrong on the part of Mr. Redgrave to take the cover off when the ship was at sea, without your knowledge?—It would not be wrong to take two covers off, but I do not think he would be justified in having more off without my knowing it.

1272. Did you report to the captain, immediately after the collision, that the ship was sinking, and did you mean that she was going to founder?—I did, and I regret having made use of the word "sinking," as I had no apprehension that she was going down at once, my meaning rather being to get the captain to appreciate the serious injury the ship had sustained.

1273. Immediately after the collision were the ship's pumps ordered to be rigged?—Not immediately after; my impression is that it was when I had reported that nothing could be done with the steam pumps, and that I believe was from 5 to 10 minutes after 1.

1274. Was that matter reported 20 minutes after the collision?—Yes, about a quarter or 20 minutes.

1275. During this time had you closed all the water-tight doors?—All that I thought requisite to confine the leak.

1276. What height was the water in the engine-room compartment at the time you reported that the steam fire-engine could not be used?—It was about 3 to 4 feet from the lower part of the main deck combings.

1277. When the pumps were ordered to be rigged from a quarter to 20 minutes after the collision, how long was it before the foremost 9 and 7 inch were ready for work?—I cannot say.

1278. When were the 9 and 7 inch over the engine-room ready for work?—They were not got ready at all.

1279. Why not?—The compartment where they were situated was flooded.

1280. Could they be worked from the main deck?—Yes, but not on that occasion, because the wheel on an upright shaft by which they were driven from the main deck was lifted up out of gear, and moreover it would have been necessary to shift the suction box, both of which were then under water.

1281. Was the after 7-inch pump rigged at that time, and how soon was it working?—It was rigged and commenced to work about 1.15.

1282. Did it appear to be of any use in throwing water?—Yes.

1283. Did the water rise in stoke-hold rapidly, or at all, after the doors in 85 had been closed?—It continued to rise till the time we abandoned the ship, but much less rapidly after the doors were closed.

1284. How do you account for its rising at all after the doors were closed?—Partly by leakage of the water-tight doors and of the bulkheads, and possibly some of the stuffing boxes of the pipes passing through that bulkhead. There were also two speaking tubes through that bulkhead, and there is a probability that water got through the main drain pipe from the engine-room compartment. All that is, of course, supposing that the bulkhead was not started with the collision.

1285. Did the water rise slowly in the boiler-room after the doors were closed?—Slow in comparison with its rise in the engine-room.

1286. How long did it take to rise an inch or a foot?—I think it must have risen about 8 feet after the doors were closed to the time the ship was abandoned.

1287. Do you mean about 2 inches a minute?—Yes.

1288. Were the coal bunker lids on?—Not at the time of collision. Those in the bag flat between 67 and 85 were put on immediately after. The reason they were all off was that some very gassy coal had been supplied to the ships of the squadron about a fortnight before, and an explosion occurred in the coal ship alongside the "Achilles," in consequence of which the admiral issued an order that special care was to be taken to ventilate the coal boxes.

1289. Did any water go into the bunkers, through the lids being off?—Nothing to speak of.

Mr. R. Brown.

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The Court was then adjourned until the following morning at 10.

Saturday, 25th September 1875, 10 o'clock.

The Court, having re-assembled in pursuance of adjournment, was re-opened.

ROBERT BROWN, Chief Engineer of H.M.S. "Vanguard," re-called and examined.

Mr. R. Brown.

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1290. (*Court.*) If the order to rig pumps had been given immediately after the collision, could the two pumps, 9 and 7 inch, over the engine-room have been put in gear and worked?—Yes.

1291. To what compartments were the foremost 9 and 7 inch pumps applied?—Both to the boiler room.

1292. And the after 7-inch over provision room flat?—To the provision room amidships.

1293. Are there any means for pumping out the wings of the provision room?—No.

1294. In your opinion is it desirable that there should be means?—I think it unnecessary.

1295. Why?—Because these spaces are fitted with sluice valves, by which they could be drained into the shaft alleys if the water in the latter was at a lower level.

1296. Was the water so drained on this occasion?—No.

1297. In closing the water-tight doors, were your officers and men at the stations formerly assigned to them as shown in the statement marked E, being a station bill for closing water-tight doors, given in evidence by Commander Tandy?—There were more of the officers assisted than shown by the station bill, but I believe only one of the five stokers. The bugle call was not sounded, and the lower deck having been cleared, the men who should have come to close the doors went on deck.

1298. Then were the doors practically closed by the engineer officers with their own hands, and with the assistance of one stoker?—Yes. In this answer I mean the doors of the shaft alleys and the tunnel at the forward end of the engine-room. By the time we came to close the doors in the flats, others of the stokers and the engine-room artificers came to assist.

1299. Were they ordered off deck?—I cannot say positively.

1300. Were these men stationed and employed in obeying the orders to hoist out boats?—I was informed they went on deck, but do not know how they were employed there.

1301. When the hands are turned up, would it be the duty of all the stokers not on watch in the engine-room to go on deck?—Yes, the engine-room storekeeper excepted.

1302. Are you prepared to make any complaint against any of the stokers who went on deck when the order was given turning the hands up, hoist out boats?—No.

1303. It appears in evidence that some of the engineer officers or stokers who closed the shaft alley doors were afterwards engaged in closing the tunnel doors in 85. State what is actually the fact?—I know of only one engineer officer, Mr. Redgrave, who was at the closing of both these sets of doors; he did not wait to see the completion of the closing of the shaft alley doors, and when he went to the tunnel doors, two of the other engineers had commenced to close them.

1304. How many people are required to close one of the tunnel doors in 85?—One for each door. There was a little delay in getting the deck plates removed, as a large grating for the

men standing on to steer by the wheel within the battery had to be moved out of the way before the starboard plate could be got at.

1305. Were there closely fitting filling pieces in the lower grooves which if not taken out would prevent the doors closing?—They were filling pieces, but they were quite loose, and made of pine wood, and they no doubt floated out.

1306. How many are required to close the shaft alley doors, at each door?—Each could be closed by one man, but they might be closed a trifle quicker if there were two men to each.

1307. How long would it take with one man?—I should think about four minutes.

1308. And the tunnel doors?—About two minutes.

1309. How many were engaged closing the shaft alley doors, and were they both closed at the same time?—There were three of us employed about them, but there was only one spanner, and therefore only one could be closed at a time. The port one was closed first.

1310. Where was the other spanner?—There was only one supplied.

1311. Does that apply to the tunnel doors and other doors throughout the ship that are moved by spanners, that is to say, there is only one spanner to each pair of doors?—There were no other doors worked by spanners except those of the coal boxes, they had separate spanners, and there were two independent spanners for the tunnel doors.

1312. How many were engaged in closing the tunnel doors at 85?—Four, including Mr. Redgrave.

1313. Having stated that it took four minutes to close one shaft alley door, and there being only one spanner for the two doors, necessitating one door being closed after the other, would eight minutes have been occupied in closing the two shaft alley doors?—It would be less than eight minutes, but I can't say positively.

1314. How long do you think it was after the collision that the starboard shaft alley door was quite closed?—I cannot speak positively as to the time of anything happening. Approximately, five minutes.

1315. In your opinion would it be possible for these doors to have been closed in less than five minutes from the time of collision under the circumstances?—No.

1316. Then is the Court to assume that your estimate of five minutes is the minimum period?—Yes, unless the men were waiting and expecting the order to be given, and having everything ready beforehand.

1317. Does the estimate of five minutes allow of two and a half minutes for each door, leaving no time for the people engaged to come to this duty; and is two and a half minutes more than sufficient to close one of the shaft alley doors?—Those who commenced to close them practically required little or no time to get to them, the engineers being close at hand. In some cases the doors might be closed in less than two and a half minutes, and in other cases

it would take more, as the screws and doors did not always work with the same ease.

1318. Why did they not?—If they had been just cleaned the screws and doors would go a little easier, and therefore require less time to work them.

1319. Do you mean they get stiff in the course of a fortnight?—A little stiffer, but not unworkable.

1320. Did you obtain any assistance from the carpenter of the ship in anything connected with the pumps or other parts of the ship in your charge?—I saw two of his men on the provision room flat clearing away his sockets for the stanchions when rigging the after 7-inch pump. I do not know about the forward pumps, as I was not there myself. I don't recollect any other assistance.

1321. Do you consider the fitting of the water-tight doors with clips or catches convenient and efficient in an emergency?—No, I think they would be much better if fitted as sliding doors, and worked from the deck above.

1322. What attempt was there made to pump water out of the compartments abaft 99?—Only the 7-inch Downton pump.

1323. How long was it actually working?—Approximately, 10 minutes.

1324. Were the doors in bulkhead 117 abaft provision flat closed?—The starboard one was closed, but not the port.

1325. Were the two after doors of the shaft alleys closed?—No.

1326. Were the water-tight hatches between 117 and 133 closed?—Yes.

1327. It appearing in evidence that you reported to the captain that the water-tight doors were closed, making no exception, please to explain your last answer?—I meant the doors that were requisite to confine the leak, and so I believe the captain understood me. The doors in 117 bulkhead, as well as those in 25, I knew were open, and as there was no likelihood of the water passing through them, I thought it was quite unnecessary to close them under the circumstances. They could have been got to at any time, if required. With regard to the doors in the after parts of the shaft alleys, I judged it to be of far more importance to close the outer than the inner ones; and when the outer were closed, the latter could not be got at, even had there been no water there.

1328. You have stated that there was some water in the provision room; how did it get there do you suppose?—Principally from the starboard door in 99 bulkhead, from which it ran down into the starboard provision room, and thence over the starboard shaft alley to the provision room amidships. There was only a very low combing of an inch and a half to 2 inches in height above the deck. The ship had from the beginning a list to starboard, and nearly all the water that leaked through that bulkhead above the lower deck ran down into the starboard provision room. This accounts for the water never having been at any depth on that deck.

1329. Did more appear to come in through 99 bulkhead than could be taken out by a 7-inch pump continuously worked?—Yes; the doors in that bulkhead were fitted to close from aft, and the pressure of the water had a tendency to force the door away from the jointing.

1330. Roughly estimate the amount of water that got down into the provision room, and state the time you observed it?—About 10 minutes before the ship was abandoned it was certainly coming in at not less than at the rate of 40 or 50 tons an hour.

1331. Did you see any water in any other compartments or spaces abaft 99?—I did not.

1332. Do you know whether the four tubes were sounded abaft 99 to ascertain the depth of water?—I do not.

1333. Did you see the carpenter of the ship at any time abaft 99 bulkhead?—No.

1334. Which coal bunker was open, and were the others all tightly shut?—The starboard one was partly open at the forward end of the boilers. All the others were tightly shut, and full of coals.

1335. How much coal was out of the one that was open?—About the space required to stow 6 tons of coal.

1336. It having been stated that the collision might have started 85 bulkhead on the port side, and that water from the engine-room would go through into the coal bunkers, state if this is your opinion also?—Yes.

1337. The bulkhead thus started, could it go anywhere else but the coal bunkers?—After first filling up the compartment appropriated to the coal used for cooking, it would come to a bulkhead, but I do not know if that was water-tight or not. If it could pass that it would find its way into the stoke-hold through a hole that was cut in the top of the bunker for ventilation.

1338. What did Captain Dawkins say when you made the suggestion to take the ship into shallow water?—I don't recollect that he replied to me, but I saw him look over the side and say to someone apparently in a boat alongside, as if a message to the "Iron Duke," repeating something to the effect of what I had stated.

1339. Have the orders regarding water-tight compartments, Circular 50, 1874, section 3, clause 1, been complied with?—When we were in harbour it was complied with, but while on the cruise it was not strictly worked once a week, but portions of them were examined and worked always when at anchor.

1340. Did you ever suggest to the captain to demand spanners sufficient so as to be able to shut all the most important doors at one time?—No. I thought the spanners supplied were sufficient for all practical purposes.

1341. When you say 99 bulkhead was leaking at the top, can you describe the amount of leakage?—It was coming in in small streams at various places, but I cannot describe minutely the amount of water so coming in.

1342. Was it the kind of defect producing an imperfection of tightness that an iron caulker could speedily rectify?—No, it appeared to be coming from where the bulkhead was fastened to the deck; and to have rectified it, it would have been necessary to remove some of the wood lining.

1343. Did you see the ship sink?—I did.

1344. Did you ever see the bottom of "Vanguard" in dock?—No.

1345. Have you come to any conclusion as to what was probably the result of the blow on her starboard side as she struck the ground?—I

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have reflected on it, and from what I saw I think it probable that the ship is stove in along the starboard quarter. The screw shafting there is probably bent, and the screw broken.

1346. It is in evidence that at the moment of collision the engines were moving ahead. Did you, hearing the rush of water, immediately order the bilge injection to be turned on?—No. The "Vanguard" was fitted with surface condensers, and the means provided instead of bilge injection was to alter the condensers from surface to common. To effect the requisite changes it was necessary to get below the plates of the engine-room floor, and could not have been done in less than about seven minutes for each engine, or about half an hour for the four engines; and I saw that it was hopeless to effect the requisite changes before the engine-room was flooded with water.

1347. When you say seven minutes for each engine, or half an hour for four, do you mean that they could not have been done together if you had had sufficient men?—All four could have been done together if there had been sufficient number of men who understood them.

1348. How many men would it have required for each engine?—Two.

1349. Were the "Vanguard's" engines fitted with circulating pumps?—Yes, and by the changes I have indicated the circulating pumps became bilge pumps.

1350. Then was this the only bilge injection possible?—Yes, but besides there were four of the ordinary plunger bilge pumps, driven by the engines.

1351. Was the valve you alluded to in connexion with the steam fire-engine, and the main drain a stop-valve?—Yes.

1352. Was it the practice to keep it closed?—Yes, and it was necessary to do so, because there was a suction from the sea on a branch of the same pipe. The engines were also intended to be used as fire-engines, and if the sea communi-

cation and that valve were open together, there was nothing to prevent the ship being flooded through the drain-valves.

1353. Could this stop-valve only be got at below the stoke-hold plate?—Yes.

1354. Are you sure there was no other stop-valve nearer the engine for the purpose you have indicated?—If there was it must have been in the coal box, and therefore inaccessible, but I had only been a short time in the ship myself, but was assured by all the engineers of the ship that they knew of no such valve, and I know from personal observation there was none near the other valve.

1355. Is not in your opinion that arrangement of the suction communication from the pumping engine to the main drain a most objectionable one?—Yes. I consider there should have been a non-return valve, and it would also be an advantage were the stop-valve capable of being worked from the lower deck.

1356. Did you proceed to start the pumping engine immediately after the collision, or was it not until you received orders from the captain some time afterwards?—An engine-room artificer named Rose, who was stationed there, started the engine a few minutes after the collision, and after I returned from reporting the water-tight doors closed, he came to me and informed me that the engines would not throw. Mr. Paige was then sent forward to try them, and soon after returned with a similar report.

1357. Did you personally give any orders about the pumping engine before you went on deck and reported to the captain that the ship was sinking?—No.

1358. Did you ascertain if the communication-valve of the pumping engines had been opened? One of the valves of the auxiliary steam pipes was always kept open when steam was up, and moreover it was reported to me that the engines had actually been running round.

The Court was then adjourned until Monday morning at 10 o'clock

Monday, 27th September 1875, 10 o'clock.

The Court, having re-assembled in pursuance of adjournment, was re-opened.

ROBERT BROWN, Chief Engineer of H.M.S. "Vanguard," re-called and examined.

27 Sept. 1875.

1359. You stated that you gave no orders respecting the circulating pump. Is the Court to understand that no attempt whatever was made to connect these pumps for the purpose of bilge injection?—No attempt was made; it was quite evident to me that even long before one of them could be done, the engine-room would be flooded; besides, the engines were stopped, and, therefore, the pumps were no use.

1360. Do you know if the engines were stopped by order, or if they had ceased working themselves?—The port engines ceased working of themselves; the starboard ones were stopped by the engineer of the watch, but whether by order or by his own judgment, I cannot say.

1361. It appears by the plans that the two pumps on the engine room flat, 7 and 9 inch, were the only Downton pumps which would pump out the main drain and the engine-room

compartment. Were you aware of that fact?—Yes.

1362. You stated that one of the probable causes of the ship foundering was that the water might have got through the main drain pipe from the engine-room compartment, and that was supposing the bulkhead was not started. Would you explain how this could be possible?—In the engine-room there was one, and in the stoke-hole two drain-valves, the function of which was to allow the water to get from the upper surface of the inner bottom into the main drain pipe. These valves were kept open for the purpose of letting the water into the drain pipe; they were fitted with non-return valves; and if those in the boiler compartment from any cause did not close properly, there was nothing to prevent water flowing from the engine-room through them to the boiler room.

1363. Then it was only supposing the valves did not act properly?—Yes.

1364. Since you have been in the ship, were you ever in that particular compartment which was damaged by the "Iron Duke"?—No, I have not been down, but looked into it.

1365. Do you know whether the pipes for flooding the magazine lead through that compartment?—The Kingston valve which supplied water to the flooding pipe was in that compartment, and must have been very close to where she was struck, if that was 6 feet abaft the 85 bulkhead. The main discharge pipe of the port engines was, as near as I can judge, also in that compartment.

1366. What is the diameter of the pipe for flooding the magazines?—I cannot speak positively, but I think it was either a 5½ or a 6 inch pipe.

1367. When did you last see all the Downton pumps worked?—I have seen the two in the engine-room compartment worked at different times during the cruise; and I saw the 7-inch one in the provision-room compartment worked after the collision. I do not remember having seen the forward ones worked at all, but I know that they were working after the collision. I should say the handles on the lower deck of all these pumps, the after one excepted, were always kept rigged, so that the pumps should be immediately available in case of fire.

1368. Then you have never seen the foremost 9-inch and 7-inch Downton pumps worked at all, nor the after 7-inch until after the collision?—Not the two forward ones, but the after one was used almost daily for washing decks.

1369. Have you ever known, since you have been in the ship, that the two foremost pumps alluded to have been worked?—I know they have been repeatedly worked when exercising at fire quarters.

1370. Have you ever seen these pumps and the after pumps worked by the main deck winches?—I have not seen the forward ones, but the after one.

1371. Can you recollect when you last saw the pumps worked by the main deck winches, and at the time did they draw water?—I have only seen one so worked, and that was after the collision, and it was throwing water.

1372. Then you have never seen or known all the pumps to have been worked by the main deck winches?—No, but it does not follow from that they have not been so worked.

1373. Do you know positively that they were in efficient working condition with their main deck connexions before the collision?—I know that, these connexions were all tried by the dockyard authorities of Keyham Yard in June last. No information ever came to me that there was any reason to doubt them being in a state of perfect efficiency. I might add that there is a probability that the 9-inch pump in the engine-room compartment was displaced by the collision.

1374. Was it the custom at fire quarters to rig and work the main deck winches?—I cannot say.

1375. How often was it the practice to pump through with all the pumps in the "Vanguard"?—I think it was usually done when exercising fire quarters.

1376. Have you ever used the steam fire-engine with inside suction?—Not whilst I was in the ship.

1377. How do you know it was in working order?—After I joined the ship in May last, I caused these engines and pumps to be completely opened up, to satisfy myself of their condition. They were afterwards tried as fire-engines, that is, pumping from the sea, and were found to throw remarkably well.

1378. Then you don't know from experiment whether the inside suction was in working order or not?—Not from actual experiment, but the valve by which the pipe communicated with the main drain was occasionally worked by hand to prevent its setting fast, and I know of no reason to suppose that it was not in working order.

1379. Do you know if anyone was in the port engine-room flat (where your workshop was situated) at the time of the collision?—I don't think anyone was there at the actual moment of collision, but Henry Rose, engine-room artificer, and Mr. Horne and Mr. Paige, engineers, were there a few seconds afterwards.

1380. Did you actually see the water that leaked through 99 bulkhead flowing into the provision-room?—Yes, I saw it flow down the open hatch of the starboard provision-room.

1381. As no one actually took the filling pieces out of the grooves, and you only think they floated out, was any difficulty experienced in closing the shaft alley doors, and do you think they were tightly closed?—There were no filling pieces in the shaft alley doors.

1382. Referring to your answer to question numbered 1337, assuming that the bulkhead you are doubtful about being water-tight was not water-tight, describe exactly how the water would pass into the stoke-hold?—There were ventilating holes cut in 85 bulkhead, and also in 67, both sides of the ship, and after the engine-room was full, the water would flow in among the coals through the openings in 85, after filling the coal boxes it would pass out through 67, just above the thwartship doors on 67 bulkhead.

1383. At what height were these holes at 85 and 67 relatively to the deck?—They were close under the lower deck, and about 8 inches in length by 4 in width.

1384. Was there any means of closing these holes provided?—There was a slip of sheet iron, but it was not water-tight.

1385. Are you aware whether they were closed after the collision?—I am not aware.

1386. Were these holes made by the dockyard?—Yes, about June last.

1387. Is it your opinion on the whole, looking at the circumstances as they occurred, and as they appeared to you at the time, that everything was done that could be done to save the "Vanguard," keeping in view that, as soon as the moment arrived when saving the ship was no longer possible, it was the duty of the captain to consider the safety of the crew?—I certainly think that nothing more could have been done than was done to save the ship, and therefore I consider it was the duty of the captain to take measures to save the crew. In my opinion it was hopeless to save the ship when the water began to flow over the combings of the main deck engine-room hatch, as then there was

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Mr. R. Brown. nothing to prevent its spreading all over the ship; and this was the case before we abandoned the ship.

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1388. An engine room artificer has stated, "I tried to start the 40-horse engine suction about four minutes after the collision, but I could not get the plate up"; please to explain this?—That plate was intended to be lifted by a small portable handle, several of which were hanging about the stoke-hold for that and similar purposes, and I suppose the engine-room artificer had forgotten that fact at the time.

The witness here said, "Referring to my evidence regarding spanners, I should have said,

The witness withdrew.

NICHOLAS GEDYE, Leading Man of Millwrights at Keyham Factory, sworn and examined as follows:

N. Gedye.

1390. (*Court.*) State what pumps the "Vanguard" had that were available for pumping water out of the ship; showing how much each of them would throw by the hour?—Two 9-inch Downtons, and three 7-inch. I calculate the 9-inch would each throw from 24 to 26 tons per hour, with 30 revolutions a minute. The 7-inch about half that quantity each.

1391. State what you know regarding other pumps available for pumping water out of the ship?—The 40-horse, or steam pump, I do not know what it would throw; it is not part of my duty to attend to those pumps.

1392. What compartments will the 9 and 7 inch pump out?—The after 7-inch will pump out on the flat in which it is fixed.

1393. Will you explain the nature and manner of working the connexion fittings of the main deck winches?—They are all fitted with

"when asked whether I had represented that other spanners should be demanded for working, both shaft alley doors together, that on one occasion when exercising opening and closing these doors, Captain Dawkins observed the deficiency, and some conversation took place between him and me on the subject. I told him one could be made on board, and made a note of it that it should be done, when the cruise was over."

1389. Was the sea suction on to the 40-horse at the time of the collision?—No, but it was close to the engine, and could have been opened in a few seconds if it had been required.

mitre wheels and upright shafts, with stuffing boxes in the deck, stanchion and handles the same as lower deck fittings. The wheels are connected by means of a flat threaded screw; it would take seven or eight turns to lower the wheel; it might be done in eight seconds if in working condition.

1394. What time would it take to change the suction on the pump pedestal?—About a minute if the spanner was at hand.

1395. Do you know whether the connexion by which the "Vanguard's" pumps were made, were made by nut or lever?—By nut, I think.

1396. Which is the quickest method?—The lever I should think.

1397. Does it impede the working of the lower deck pumps if the mitred wheels on that deck are always kept in connexion?—It causes a little more friction.

The witness withdrew.

DAVID TIDDY, Carpenter of H.M.S. "Vanguard," re-called and examined.

Mr. D. Tiddy.

1398. (*Court.*) Were the scuttles all closed?—Except one, the wardroom storeroom.

1399. Whose fault was it the scuttle not being closed?—I believe a man of the name of Skinner, doing duty as caulker.

1400. Was it never closed after the collision?—Yes, it was put in.

1401. Was there no scuttle left open after the collision?—Not that I am aware of.

1402. What reason have you for saying that they were all shut?—They were reported to me by the carpenter's mate, named Bennett.

1403. Did you examine the bulkheads and other parts of the ship, as ordered by page 4, Circular 28, 1872, article 7A.?—Yes.

1404. Had you any part of the double bottom filled with water before the collision?—No part, to the best of my knowledge.

1405. Is it your duty to know?—Yes.

1406. Did you know?—I am not positive.

1407. Are you acquainted with Circular 52 of 1873?—No. [*The witness was here shown the Circular referred to.*] Yes.

1408. Does it state, paragraph 2, "the state of the compartments as to being full or empty or having water in them is to rest with the carpenter of the ship, who is to sound them morning and evening, and report their state;" and did you make such reports, and to whom?—

The mornings were excepted. In the evenings I reported at quarters. I had not sounded that morning, and therefore could not be positive.

1409. Have you been told by your captain that you need not sound in the morning and report their state in accordance with the circular? No.

1410. Were any covers off the wings or other part of double bottom?—Not that I am aware of.

1411. Was it a part of your duty to know for certain?—No.

1412. Why did you not sound the compartments repeatedly after the collision, making reports to the captain?—I sounded the fore and after compartments, seeing the ship filling up amidships, and the result was not made known to me until after the foundering, which report was, "no water between 3 and 9, 25 and 37, and the bread-room."

1413. How often were these sounded, and why were not the other compartments sounded throughout the hour and 12 minutes it took the ship to founder?—There was not time.

1414. Did you think it was a part of your duty, with a serious leak in the ship, to keep the captain periodically informed as to the condition of each of the compartments?—Yes.

1415. About how many degrees was the ship heeling 10 minutes after the collision?—She

heeled considerably to port at first, 4 degrees I should think.

1416. What change took place in the heel, and about when?—I cannot state.

1417. Did you make any attempt to stop the leak, either from inside or out?—No.

1418. Supposing a shot hole was made in the lower part of the armour during an action, would it be your duty to stop the leak, if practicable?—Yes.

1419. Why did you not attempt to stop this leak?—I had no power or means, seeing such a body of water filling the engine-room up.

1420. Why did you not try to stop it from the outside?—I had not means of appliance with five men under my direction carrying out other orders at the time.

1421. It being your duty to stop leaks, did you make any suggestion to your captain as to how the leak should be stopped?—No.

1422. Was there a diver with necessary apparatus in the ship?—I believe there was.

1423. Why was he not employed, the ship being motionless and the water smooth, an hour and 12 minutes having elapsed while the ship was foundering?—I cannot say.

The Court was then adjourned.

On the Court being re-opened, DAVID TIDDY, Carpenter, re-called.

1424. (*Court.*) Have you ever seen the "Vanguard" or any of her sister ships dry in a dock?—I can't say I ever did.

1425. Did you see the "Vanguard" sink?—I did.

1426. Did you as an old carpenter who must have considerable experience in the strength of ships, come to any decided opinion as to the effect of the blow on her bottom on the ground?—I should think she must have smashed her stern, she rebounded and carried away each top-gallant mast.

1427. What do you mean by "rebounded"?—The after part appeared to rise after she struck.

1428. How did she finally lie on the ground? She inclined to starboard as she was going down.

The witness withdrew.

JOHN TRICKETT, Chief Engineer and Inspector of Machinery in the Dockyard at Devonport, sworn and examined as follows:

1446. (*Court.*) Be good enough to state to the Court what were the available pumps in the "Vanguard" for discharging water from the bilge?—Four bilge suction pumps attached to the circulating pumps, each 5 inches in diameter; these would take out about 23 tons per minute, supposing the engines to be going full speed. Four bilge pumps attached to the engines, each $4\frac{3}{4}$ inches diameter, and 3 feet stroke, at full speed $1\frac{3}{4}$ tons per minute. A 40-horse pumping engine, two pumps, 9 and 8 diameter, and 1 foot stroke, and at 100 revolutions would discharge 4 tons per minute. One auxiliary engine (sometimes called a donkey engine) in or near the stoke-hold would lift half a ton per minute. Two hand pumps in each screw alley, probably would lift 1 ton per hour each. Two 9-inch Downton pumps, attached to the bilge, would lift 9 cubic feet per minute the two. Three of 7 inch would lift

1429. When you say she rebounded, do you mean that you actually saw some portions of her masts rise again above the surface after a moment or two before having disappeared beneath it?—I could not see the hull, but I saw the masts spring forward.

1430. How many double bottom men have you under your charge?—Three.

1431. Do these three men complete the work from stem to stern quarterly?—No.

1432. What is their duty then?—They are employed after the quarterly inspection after the principal parts of the ship have been repaired.

1433. What men are assigned to you by the commanding officer to examine the ship quarterly from stem to stern, making repairs?—No men individually to myself.

1434. How is the bottom of the ship kept in repair?—By marines.

1435. Under whose supervision?—Mr. Redgrave, the engineer.

1436. Does Mr. Redgrave take the responsibility of every compartment before the engine-room?—Jointly with myself.

1437. Don't these marines work under you as well as under Mr. Redgrave?—Yes.

1438. Suppose that one of these marines had taken off the man-hole door before the engine-room in the forenoon, to whom would he report having screwed it on again before going to his dinner?—To Mr. Redgrave.

1439. Have you ever seen the pumps worked by main deck cranks, and water drawn?—Frequently.

1440. When last?—I can't say, some time in this year, several times.

1441. How were the suction pumps of the after and 9-inch and 7-inch pumps arranged at the collision?—I believe on the sea.

1442. Was any attempt made to transfer them?—I made no attempt.

1443. Whose business was it?—Mine.

1444. Whose business was it to connect the upper winches?—Some armourers, one carpenter, the men I could not say.

1445. By the fire station, whose business was it to superintend these connexions?—Myself and the caulker.

$7\frac{1}{2}$ cubic feet, something like half a ton per minute. The total of these appliances would take out about 30 tons per minute.

1447. Seeing the immense importance of these circulating pumps in freeing the ship from water, please explain the arrangement for turning on these pumps for the purpose of freeing the bilge from water?—The sluice valve situated between the outer Kingston valve to the circulating pump is closed, and the suction from the bilge put in connexion with the pumps by means of valves for that purpose. The condenser then becomes a common jet condenser, and is supplied from a pipe attached to the outer Kingston valve, which still remains open to the sea.

1448. Is the inlet from the sea stopped?—No, only in so far as the water required for the jet condenser, that is left open.

1449. How many men are requisite to change

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the circulating pump to discharge from the bilge, for each engine?—One man could do both; two would do it in half the time of one.

1450. Can you state if the cocks alluded to were situated in the "Vanguard" in a readily accessible place for such an emergency?—So far as I remember and can gather from drawings in office, they are situated near to the inner bottom, and two of them, I believe, are below the floor plates.

1451. Are you acquainted with the details of the 40-horse engine suction for the main drain?—Tolerably so. The suction from the 40-horse engine pumps is connected to the reservoir, or an enlarged part in the main drain pipe, and has a screw-down valve at the lower end, immediately above the inner bottom, and I believe was situated below the floor plates.

1452. Do you know if there was another valve nearer the engine on the same suction pipe?—I believe not, but there are valves near the engine for changing the suction from the bilge to the suction for fire purposes, which is taken from the sea.

1453. Can you say whether it was necessary by the arrangement of the valve that the screw-down valve referred to should remain closed, bearing in mind that the engine is required to be

kept ready for use for fire purposes?—I should think not, taking into consideration the valves referred to, for changing the direction of the suction. At the same time it is possible that the arrangement might be such as to require the screw-down valve to be kept closed.

1454. Can you inform the Court with what compartment the various Downton pumps were connected?—Not without reference to the detailed drawing.

1455. From your general knowledge of the detail of the 40-horse engine, do you think it would be possible in a quarter of an hour for the engineer department of the "Vanguard" to transfer its internal suction power to another part?—No provision has been made; but the lower end of the suction pipe above the inner bottom might be cut through with a saw or axe.

1456. Could water be taken from the inside skin by the 40-horse engine if the screw-down valve to drain pipe was closed?—So far as I know, no.

1457. Supposing two men available for each engine, how long should it take to make the necessary alterations in the circulating pump to enable them to discharge from the bilge?—I suppose four or five minutes, and the way clear.

The witness withdrew.

COMMANDER TANDY re-called and examined.

Commander
Tandy.

1458. (Court.) State when you went below abaft 99 bulkhead, and describe how much water appeared to have got below the lower deck?—After every one was out of the ship. The starboard tank-room was full. The wet provision-room, that is the centre one, had water up to about the bottom of the upper tier of casks. It was about two thirds full of casks. The dry provision-room I did not look into, but the hatch was off, and the water was flowing into it.

1459. Why were these hatches off?—The hatch was taken off occasionally for ventilation. I suppose it was taken off for that purpose.

1460. And left off while the water was running down them?—It was off when I went below.

1461. How long was the after 7-inch pump actually going?—10 or 15 minutes.

1462. And the foremost 9 and 7?—The men were there a quarter of an hour.

1463. Were they sent down before the pumps were rigged?—The hands were ordered down immediately after the pinnace fell. I believe there were some hands sent down a short time previously, but I cannot be certain, as I cannot remember what hands were sent down.

1464. What was the depth of water on the after provision-room flat when you looked down?—The port side about an inch, running to 4 inches the starboard side.

1465. How long after collision did you first go below?—Only after the men had quitted the ship.

1466. Who was conducting the work below the upper deck?—The first lieutenant was at the foremost pumps; and Lieutenant Speck went to assist.

1467. Was the first lieutenant sent down from the first?—No.

1468. Had he any orders to take charge of the

work below?—No special orders were given by me.

1469. Why did you not go down?—I remained on the bridge with the captain.

1470. Did you receive any report that the pumps over the engine-room could not be rigged or worked?—No.

1471. Did you know they could not?—Not at the time.

1472. (Capt. Darwins.) Is it not the first lieutenant's station to attend on the lower or flat deck when working parties at pumps or at general quarters, or on such an occasion as this one?—At general quarters the first lieutenant had charge of the magazine and flats. At fire quarters the junior lieutenant had charge of the pumps, leaving the first lieutenant and myself on the upper deck, so that either of us could go to the fire and leave the other in charge of the upper deck. At all general work the first lieutenant superintended the work below.

1473. What are my general orders respecting the working of the pumps, in order to ascertain that they are always kept in an effective state?—The pumps on the lower deck always had two handles kept shipped; the main deck pumps to be rigged and hove round every month. The water was pumped through the pumps on deck occasionally at fire quarters.

1474. Am I or not most particular in going into all the details respecting pumps, hoses, and water-tight doors, including everything for the safety of the ship below; and is it not my custom to take you into my confidence and ask your opinion if any improvements could be made?—Yes; and you caused me to make several alterations in stations and arrangements at different periods.

1475. Were they for the efficiency of the ship, in your opinion?—Yes.

1476. Do you think that everything was done to the best of my judgment and to the best of those, namely, the principal officers of the ship,

in doing everything that lay in our power towards saving the ship?—Yes.

1477. Is the carpenter, in your opinion, a steady and attentive man?—Yes.

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The witness withdrew.

The Court was then adjourned until the following morning at 10 o'clock.

Tuesday, 28th September 1875, 10 o'clock.

The Court, having re-assembled in pursuance of adjournment, was re-opened.

WILLIAM GEORGE PAIGE, Engineer, H.M.S. "Vanguard," re-called and examined as follows:

1478. (Court.) You said that a few minutes after the collision you looked down towards the bilge injection, thinking you might probably put it on, but that it was covered with water and could not be got at. Did you make any immediate efforts to connect the bilge injection as soon as you heard the rush of water?—I did not.

1479. Did you stop the starboard engines, and did the port engines stop themselves?—I stopped both pairs of engines, but the port engines were going very slowly.

1480. What was the fitting in the stoke-hold plates for getting at the suction valve for the 40-horse engine to the drain pipe?—It was covered with a plate which could be raised with a small hook hanging near.

1481. Do you mean the whole size of the stoke-hold plate, or a small circular plate in a hole in the stoke-hold plate above the valve?—I mean the latter, only saying "tunnel" instead of "stoke-hold" plate.

1482. Were you ordered to stop the engines?—I was, by telegraph.

1483. Are you aware of the existence of two sluice valves in No. 99 bulkhead?—I am.

1484. Where did they communicate with?—They opened up a communication between each screw passage and the engine-room.

1485. Then they had no connexion with the provision-room?—No.

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The witness withdrew.

CAPTAIN DAWKINS re-called.

1486. (Court.) Please to state what became of the boats of your ship?—The launch and steam pinnace were not got out. The pinnace fell in getting out. The port quarter boats, namely, the

two cutters, were both totally destroyed by the collision. The starboard cutter, galley, and gig were saved.

Capt. Dawkins.

Captain Dawkins withdrew.

JAMES BORLASE, Engine-room Artificer of H.M.S. "Vanguard," re-called and examined.

1487. (Court.) You stated that you tried to start the 40-horse engine suction, that you could not do so, not being able to get anything sufficiently thin to insert between the plates, what plate did you want to lift?—A small cover.

1488. Is not that small cover fitted with an iron loop, and sufficient room for your finger and thumb on either side of it?—No, but there is a small hole $\frac{3}{8}$ ths of an inch diameter. Formerly there was a rivet there to form a handle, but that was broken off.

1489. How many stokers had you in the watch?—Six, including leading stoker, that is making

up the number of the watch, having two seamen off the upper deck.

1490. Did you call any of these stokers to your assistance?—No stokers, only the leading stoker.

1491. Did all the stokers of the watch remain in the stokehole, and do all duty you required of them, up to the time you told them that their services were not further required?—Yes, and the leading stoker remained there until the water at the foremost end of the stoke-hold was up to his hips.

J. Borlase.

The witness withdrew.

HENRY DENNIS HICKLEY, Captain of H.M.S. "Iron Duke," re-called and examined.

1492. (Court.) It has been stated in evidence that Captain Dawkins sent you a message respecting towing the "Vanguard" after the collision. State what you know relative to this?—I do not recollect receiving that message.

1493. Did you observe any appearance of confusion or want of discipline amongst the ship's company of the "Vanguard" at any period after the collision?—No; on the contrary, I thought they were very orderly and self possessed.

Capt. Hickley.

The witness withdrew.

COMMANDER DASHWOOD GOLDIE TANDY, of H.M.S. "Vanguard," re-called and examined.

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1494. (*Court.*) Did you hear a message sent by Capt. Dawkins to Capt. Hickley regarding towing the "Vanguard"?—Yes; I think "ask

Capt. Hickley if he can take us in tow." This was about a quarter-past 1.

1495. To whom was the message given?—To one of the boats on the port side.

The witness withdrew.

EDWARD ROTHWELL WHELOCK NOBLE, Lieutenant of H.M.S. "Vanguard," sworn and examined as follows:

Lieut. Noble.

1496. (*Court.*) Were you stationed after the collision in charge of rigging and working pumps?—I had no orders to see them rigged, but I took charge of the fore part of the ship's company in working the pumps in the fore part of the ship.

1497. How long were those pumps working?—10 minutes the first time, until the time we were all ordered on deck. Afterwards from 10 to 15 minutes.

1498. What were you ordered on deck for?—All hands were ordered to lay aft on the quarter deck, and the captain then spoke to us, and said there would be a chance of saving the ship if all hands went to the pumps again.

1499. Do you know why they were told to lay aft?—No.

1500. What time was that?—About 15 or 20 minutes before we left the ship.

1501. Had you charge of the 9 and 7 inch pumps over the engine-room flat?—No.

1502. And the 7 inch abaft 99?—No.

1503. At fire stations were you in charge of the ship's pumps?—No; the junior lieutenant, Mr. Hathorn, was stationed by the fire bill to superintend the working of the pumps in the flat. The second lieutenant on the main deck to superintend the hoses rigged there, and the pumps if they were ordered to be rigged.

1504. Were the foremost 9 and 7 inch and the after 7 inch the only pumps ordered to be rigged?—No.

1505. Why were the 9 and 7 inch not rigged over the engine-room flat?—I know not. I was not abaft there.

1506. Were you not aware that the captain and commander were on deck, and remaining there?—I was aware they were on deck, but as I was down below myself, I could not be certain whether in the execution of his duty the commander had not occasion to go below occasionally to see how work might have been proceeding on the main deck, or in the flats.

1507. Did it not occur to you under the grave circumstances of the moment, the commander being on deck, you being the next officer to him, and you being on duty below, that it was your

own duty earnestly and rapidly to move from one part of the ship to the other, and see that every person of whatever rank or station was thoroughly and heartily doing his duty? And was it not your duty, knowing that the "Iron Duke" had struck the "Vanguard" somewhere about abreast of the mainmast, especially to think of and see to the efficient working of the pumps in that part of the ship?—I thought I was doing my duty by looking after my own part of the ship.

1508. What do you mean by your own part of the ship?—In my last answer I wish it to be inferred that I was alluding to the fore part of the ship's company.

1509. How long a time elapsed after the collision until the foremost pumps commenced to work?—About a quarter of an hour.

1510. It has been stated that the last few moments the men were at the foremost pumps there was confusion amongst them. Is that statement correct or incorrect?—Incorrect. I never saw a sign of unsteadiness among them.

1511. Did the men appear to you throughout to be perfectly self-possessed?—Yes, and obeyed all orders with alacrity.

1512. It has been stated that looking down through the hatch to the store-room, the lower part was perfectly dry; was the iron lid of the store-room so secured down that no person could see whether there was water there or not?—I looked down myself and saw it perfectly dry, and it would have been seen if there had been any water there.

1513. (*Capt. Dawkins.*) How many store-rooms have the warrant officers, and are they all on the same flat?—Three on the same flat.

1514. Have they no other store-room below that flat?—Yes, one.

1515. Did you see when you looked down into the store-room, to the lower store-room, which is only a few feet from the ship's keel?—I did not look down into the lower store-room.

1516. How long have you been in the ship, and how long senior lieutenant?—11 months in the ship, four or five days senior lieutenant.

The witness withdrew.

DAVID TIDDY, Carpenter of H.M.S. "Vanguard," re-called.

Mr. D. Tiddy.

1517. You have stated that you had not seen the "Vanguard" in dock; how long have you served in the "Vanguard"?—A little over five years. I beg to state that I understood I was asked if I had seen a sister ship in dock. I have seen the "Vanguard" in dock several times.

The witness withdrew.

The president here informed Captain Dawkins, Lieutenant Hathorn, and Navigating Lieutenant Thomas that the prosecution was closed, and

then asked them what time they required to prepare their defence.

Captain Dawkins, on behalf of himself and the other officers and ship's company of H.M.S. "Vanguard," then said that they would be prepared with their defence by 2 o'clock.

The Court was then adjourned until 2 o'clock.

On the Court being re-opened, Captain Dawkins stated that the defence he was about to read

was that of himself and that of Lieutenant Hathorn and Navigating Lieutenant Thomas.

Captain Dawkins then read the accompanying document marked Y.

The President then asked Captain Dawkins if he had any witnesses to call.

Captain Dawkins said he had not.

Lieutenant Hathorn then called upon Captain Dawkins to express his opinion as to the manner in which his duties had been performed whilst under his command.

Captain Dawkins said, "Lieutenant Hathorn has always given me every satisfaction, and I consider him to be most attentive in his watch

"at sea, or any other duty I have given him to do."

Navigating Lieutenant Thomas then asked Captain Dawkins to speak as to the way he did his duty.

Captain Dawkins said, "I am very much satisfied with the manner in which Navigating Lieutenant Thomas has performed his duty as navigating lieutenant. I consider him a good navigator, and always on the alert when the ship is approaching the land."

Neither of the officers on trial having anything further to offer to the Court, the Court was then cleared in order to deliberate upon and frame the verdict and sentence.

At half-past 6 p.m. the Court was opened for the purpose of being adjourned until the following morning at 10 o'clock.

Wednesday, 29th September 1875, 10 o'clock.

The Court, having re-assembled in pursuance of adjournment, was re-opened, and at once again cleared for deliberation.

Having heard the evidence which had been adduced on this inquiry and trial, the Court was of opinion that the loss of H.M.S. "Vanguard" was occasioned by H.M.S. "Iron Duke" coming into collision with her off the Kish Bank in the Irish Channel at about 50 minutes past noon on the 1st of September instant, from the effects of which she eventually foundered, and that such collision was caused,—

1st. By the high rate of speed at which the squadron (of which those vessels formed a part) was proceeding whilst in a fog.

2nd. By Capt. Dawkins, when leader of his division, leaving the deck of his ship before the evolution which was being performed was completed, especially as there were indications of foggy weather at the time.

3rd. By the unnecessary reduction of speed of H.M.S. "Vanguard" without a signal from the vice admiral in command of the squadron, and without H.M.S. "Vanguard" making the proper signal to H.M.S. "Iron Duke."

4th. By the increase of speed of H.M.S. "Iron Duke" during a dense fog, the speed being already high.

5th. By H.M.S. "Iron Duke" improperly sheering out of line.

6th. By the want of any fog signal on the part of H.M.S. "Iron Duke."

The Court was further of opinion that the cause of the loss of H.M.S. "Vanguard" by foundering was—

A breach being made in her side by the prow of H.M.S. "Iron Duke" in the immediate neighbourhood of the most important transverse bulkhead, viz., that between the engine and boiler rooms, causing a great rush of water into the engine-room, shaft alleys, and stoke-hold, extinguishing the fires in a few minutes, the water eventually finding its way into the pro-

vision-room flat and provision-rooms through imperfectly fastened water-tight doors, and owing to leakage of No. 99 bulkhead.

The Court was of opinion that the foundering of H.M.S. "Vanguard" might have been delayed, if not averted, by Captain Dawkins giving orders for immediate action being taken to get all available pumps worked, instead of employing his crew in hoisting out boats. And if Captain Dawkins, Commander Tandy, Navigating Lieut. Thomas, and Mr. David Tiddy, carpenter, had shown more resource and energy in endeavouring to stop the breach from the outside with the means at their command, such as hammocks and sails. And the Court is of opinion that Captain Dawkins should have ordered Captain Hickley, of H.M.S. "Iron Duke," to tow H.M.S. "Vanguard" into shallow water.

The Court was of opinion that blame is imputable to Captain Dawkins for exhibiting want of judgment, and for neglect of duty in handling his ship, and that he showed a want of resource, promptitude, and decision in the means he adopted for saving H.M.S. "Vanguard" after the collision.

The Court was further of opinion that blame is imputable to Navigating Lieutenant Thomas for neglect of duty in not pointing out to his captain that there was shoaler water within a short distance, and in not having offered any suggestion as to the mode of stopping the leak from the outside.

The Court was further of opinion that Commander Tandy showed great want of energy as second in command under the circumstances.

The Court was further of opinion that Mr. Brown, the chief engineer, showed want of promptitude in not applying the means at his command to relieve the ship of water.

The Court was further of opinion that blame is imputable to Mr. David Tiddy, carpenter of H.M.S. "Vanguard," for not offering any suggestions to his captain as to the most efficient mode of stopping the leak, and for not taking immediate steps for sounding the compartments and reporting from time to time the progress of the water.

The Court adjudged Captain Richard Dawkins to be severely reprimanded, and to be dismissed from H.M.S. "Vanguard."

The Court adjudged Commander Dashwood Goldie Tandy and Navigating Lieutenant James Cambridge Thomas to be severely reprimanded.

The Court adjudged Mr. Robert Brown, chief engineer, and Mr. David Tiddy, carpenter, to be reprimanded.

The Court imputed no blame to the other officers and ship's company of H.M.S. "Vanguard" in reference to the loss of that ship, and they were adjudged to be acquitted.

The Court was re-opened; Captain Richard Dawkins, Lieutenant William Crichton Stuart Hathorn, and Navigating Lieutenant James Cambridge Thomas, were brought into court, and all the witnesses of H.M.S. "Vanguard" and H.M.S. "Iron Duke" were present, when the decision and sentence of the Court was read.

WILLIAM EASTLAKE,

Deputy Judge Advocate of the Fleet.

APPENDIX.

COURT-MARTIAL on Captain R. DAWKINS and the OFFICERS and SHIP'S COMPANY of H.M.S. "VANGUARD."

LIST of PAPERS, PLANS, and other DOCUMENTS produced at the above Court-martial.

1. Letters attached to Admiralty Warrant, viz. :—
1875, Sept. 1. From Capt. Dawkins to Secretary of the Admiralty.
1875, Sept. 1. Mr. R. Brown, chief engineer of "Vanguard," to Secretary of the Admiralty.
1875, Sept. 1. Mr. Alfred Smith, gunner of "Vanguard," to Capt. Dawkins.
1875, Sept. 1. Lieut. W. C. S. Hathorn, of "Vanguard," to Capt. Dawkins.
2. Letters laid before the Court, viz. :—
1875, Sept. 1. From Capt. Hickley, of H.M.S. "Iron Duke," to the Secretary of the Admiralty.
1875, Sept. 1. Lieut. S. Thompson, of "Iron Duke," to Capt. Hickley.
1875, Sept. 1. Lieut. P. G. Evans, of "Iron Duke," to Capt. Hickley.
1875, Sept. 1. Vice-Admiral Sir J. W. Tarleton, to the Secretary of the Admiralty. Each marked Z.
3. Capt. Dawkins' narrative, marked A.
4. Chart No. 1467, Sheet 16, marked B.
5. Chart No. 1467, Sheet 16, marked C.
6. Chart No. 1825b, Sheet 2, marked D.
7. Copy of "Vanguard's" log, 1st September 1875.
8. Copy of "Warrior's" log, 1st September 1875.
9. Copy signal log of "Warrior," 1st September 1875.
10. Stations for fire quarters and closing water-tight doors of H.M.S. "Vanguard," marked E.
11. A list of doors of water-tight compartments of "Vanguard," and names of officers and men who closed them, marked F.
12. Copies of "Iron Duke's" log, deck log, fair and engine room register, fair signal book.
13. Eight plans, viz. :—
Of prow - - - 13.
Of profile - - - 13 A.
Of pumps and pipes - - - 13 B (3 plans).
Of hold - - - 13 C.
Of water-tight compartments - 13 D.
Of lower deck - - - 13 E.
Of main deck - - - 13 F.
Of holes in bottom - - - 13 G.
14. Description of pumps, pipes, &c., in above plans.
15. Telegram from Admiralty, 21st September 1875.
16. Statement of chief engineer as to weight of coal, &c. in "Vanguard," at time of collision.
17. Statement of Mr. Dawson, paymaster of "Vanguard," of estimated quantity of weight of provisions on board at the time of collision.
18. Capt. Dawkins' defence, marked Y.

1.—LETTERS attached to ADMIRALTY WARRANT.

REPORT of the FOUNDERING of H.M.S. "VANGUARD."

H.M.S. "Iron Duke,"
Off the Kish Light-ship,
Dublin Bay, 1st September 1875.

SIR, It is with the greatest regret that I have to report the foundering of H.M.S. "Vanguard," caused by collision, at about 12.50 p.m. this day, with H.M.S. "Iron Duke," in a dense fog off Wicklow Head.

The circumstances of her loss are as follows, viz. :—

I. At 12.40 p.m. a message was sent to me, conveyed by the mate of the watch, Mr. Alfred Smith, gunner, 2nd class, to say that a thick fog had come on. I immediately went on deck, and ordered speed to be reduced to six knots, and after to five knots, and ship's pendants to be made by the steam whistle, and the whistle to be sounded. These orders were carried out.

II. About five minutes after giving these orders, a ship was reported right ahead. It being very thick, I ordered the engines to be stopped, and then went on to the fore-castle; in less than a minute, and before the ship's speed was in any way reduced, I saw the ship which had been pointed out, and I then ordered the engines to go ahead full speed, as I saw we were well clear, the fog having at the time lifted a little in the direction of the sail.

III. This all passed within about two minutes of the sail being reported, and the "Iron Duke" was then seen about 40 or 50 yards from the ship, coming end on to us, about three points abaft the port beam. She being so close, and going, I believe, at a considerable speed at the time, a collision was inevitable, and in fact took place before I had time to leave the fore-castle after seeing her. She struck the "Vanguard" about half way between the main and mizen masts, coming on about three points abaft the beam, and then dropped astern.

IV. The deck was in charge of Lieutenant Hathorn, who had placed two extra look-out men on the fore-castle (in

addition to the man at the masthead), on the fog coming on.

V. Mr. Smith, gunner, 2nd class, was in charge of the bridge engine-room telegraph, and the engines were put at full speed ahead when the "Iron Duke" was first seen, and at no time was the "Vanguard" going less than six knots.

VI. After the collision took place, I ordered the water-tight compartments to be screwed down, and the boats to be cleared away. The compartments were closed immediately, that is to say, in about five minutes.

VII. At about this time Mr. Brown, the chief engineer, reported to me that the ship was sinking, and that the engines had stopped from water rushing into the engine room. I then ordered the pumps to be rigged, and sent one watch to man them, whilst the other was employed getting out the boats.

VIII. The pumps were being worked when Commander Tandy reported to me that the ship was settling down fast, and from my own observation I was convinced that such was the case. She was heeling over to starboard, and going down by the stern.

IX. I then fell in the ship's company on the quarter-deck, as the "Iron Duke" had sent her boats, we having our own uninjured quarter boats also alongside.

X. Whilst the men were preparing to get into the boats, the chief engineer reported to me that he thought there might still be a chance of saving the ship by again pumping, and (that no effort on my part, or on that of the ship's company, should be wanting) I again ordered the pumps to be manned.

XI. It now, however, became evident to me, to Commander Tandy, and Navigating-Lieutenant Thomas, that the ship was sinking rapidly, and that all human efforts to save her were unavailing, and I therefore ordered the men to leave the ship, having previously sent the sick to the "Iron Duke;" and, after the ship's company had gone into the boats, the Commander and myself left the "Vanguard."

XII. The collision took place at 12.50 p.m.; the men left a little after 1.30 p.m., and the ship foundered at 2 p.m. heeling over to starboard as she went down, until her port side, almost to the keel, was above water, and then sinking by the stern.

XIII. She lays in 19 fathoms of water, on her starboard bilge, with the heads of her topmasts above water, the injury she received being on the port bilge.

XIV. I am happy to report that no lives were lost, and the only accident was caused by the purchase fall of the pinnace slipping through the stopper, which brought the boat down by the run, causing a man to lose two fingers.

XV. 1,050*l.* 19*s.* 2*d.*, and the ship's books and accounts, and parchment certificates, with the exception of the savings bank books and engineers' and warrant officers' accounts, were saved. Minute guns were fired immediately after the collision, and continued until the crew left the ship.

XVI. In conclusion, I beg to state that the officers and men under my command conducted themselves in an exemplary manner, carrying out the orders given to them with alacrity, and without confusion; and that much is due to the commanding officer of the "Iron Duke" for the promptness with which the boats of that ship were on the scene of the accident. Separate reports from the officer of the watch at the time of the collision, and other officers, are forwarded herewith, for their Lordships' further information.

I have the honor to be, &c.,

R. DAWKINS,

The Secretary of the Admiralty,
Whitehall, S.W.

Captain.

STATEMENT of the CHIEF ENGINEER of H.M.S. "VANGUARD."

H.M.S. "Iron Duke,"

Sir, Dublin Bay, 1st September, 1875.

Feeling the collision, I ran down to the engine room and observed the water rushing in on the port side aft, just before bulkhead No. 99. Both pairs of engines were still going.

I ran up on deck to report to the captain and told him that I thought the ship was sinking; on my way up I saw some of the engineers and stokers on the aft deck, to whom I gave orders to commence immediately to close the water-tight doors; this was done, and I myself assisted when I returned from the upper deck. Before the water-tight doors between the engine room and boiler room could be closed, there was more than a foot of water over the stokehole plates (and the stokers had left the fires), and even after they were closed the water continued to rise in that compartment, but it rose much faster in the engine-room. When it had reached to about three feet from the lower part of the combing on the aft deck, before which time the water-tight doors in the flats had been closed, it appeared to remain for some time at about the same height, and I stated to the captain that I thought if the ship could be taken in tow she might be towed into shallower water. About the same time all the Downton pumps available were rigged and manned. The doors, however, of the flat on 99 bulkhead were not water-tight, and a good deal found its way through into the provision room. The men were taken away from the pumps to go into the boats which had now come alongside; at this crisis I again said to the captain that I still thought that if the pumps could be kept going she might be kept afloat some time longer, and the second attempt was made to work the pumps, but I am now convinced that I was wrong, as the water soon afterwards came over the combing, and it was quite evident to me that nothing further could be done to save the ship. About this time the men were finally ordered into the boats, and after most of the men went in I got in myself.

From the best judgment I can form of the collision, I think that both the outer and inner skins were penetrated by the ram of the "Iron Duke," as the deck in the engine-room flat was forced bodily over to midships, as reported to me by two witnesses. I am likewise of opinion that the port after condenser was broken or displaced by the force

of the blow, and it is also probable that the port main discharge pipe was injured, as they were both in close proximity to where the ship was penetrated.

I have the honor to be, &c.,

R. BROWN,

The Secretary of the Admiralty,
Whitehall, London.

Chief Engineer.

Mr. ALFRED SMITH, Gunner of "Vanguard," to
Capt. DAWKINS.

"Iron Duke," At Sea,

September 1st.

Sir,

I have the honor to inform you that I relieved the officer attending the bridge engine-room telegraph at 12.30 p.m., and directly afterwards I was sent by Lieutenant Hathorne, the officer of the watch, to inform the captain that there was a thick fog, that we were not in station, and could not see the Admiral. The captain immediately came on deck and ordered the speed to be reduced to six knots. I passed the word to the engine-room by the voice tube to go 25 revolutions, and directly afterwards reduced the speed to 18 revolutions, and then stopped the engines by telegraph, and very shortly afterwards the order was given to go ahead full speed, but the ship had a speed of about six knots, the engines not having been stopped long enough to deaden the way.

I have the honor to be, &c.,

ALFRED SMITH,

Capt. R. Dawkins.

Gunner.

Lieutenant W. C. S. HATHORN, of "Vanguard," to
Capt. DAWKINS.

H.M.S. "Iron Duke,"

Off Kingtown,

1st September 1875.

Sir,

I have the honor to inform you that I was officer of the watch this day at the time of the sad catastrophe which resulted in the foundering of H.M.S. "Vanguard."

I relieved the deck at 12.30 p.m., the engines were going forty-two revolutions, and the ship proceeding to get into position as leading ship of the port division. At about 12.40 p.m. I sent down to you to report that a sudden fog had fallen on us, and that the flagship was out of sight, and our ship not in station. The steam whistle was set blowing our pendants repeatedly, and two look-out men were stationed on the forecable. On receiving my report you came on deck and ordered me to reduce the speed to six knots, I thereupon reduced the number of revolutions to twenty-five. I then noticed the time to be 12.45 p.m. In about two minutes after this I reduced the speed to eighteen revolutions. A ship was now reported to be "right ahead;" I did not see her, but I heard a steam whistle on the starboard bow. I then repeated your order to "stop the engines," and on my own authority I did "starboard" the helm. At that same moment I sighted the "Iron Duke," bearing about four points on our port quarter, and standing direct for our port beam, distant about forty or fifty yards. I instantaneously directed the engines to proceed "full speed ahead," but before that order could have possibly been carried out our ship was struck on the port beam.

I then telegraphed to stop the engines, and called "All boats' crews away." The Commander and all hands appeared on deck immediately, and I followed the directions that I received from my commanding officers. I beg to state that that Quartermasters James Hearn and Thomas Martin do inform me that "starboarding" the helm only took the ship one point off her course before the collision occurred. Sir, I beg to inform you that Mr. Smith (gunner) was doing duty as mate of the watch, and that Michael Murphy (ord.) and John Hill (ord.) were the look-out men.

I have the honor to be, &c.,

Wm. C. S. HATHORN,

Captain Richard Dawkins,

late H.M.S. "Vanguard."

Lieutenant.

2.—LETTERS laid before the COURT.

REPORTING Collision with H.M. Ship "VANGUARD."

Z.

H.M. Ship "Iron Duke,"

Sir, Kingstown, 1st September 1875.

It is with the deepest regret that I have to report the foundering of Her Majesty's Ship "Vanguard" off Wicklow, in consequence of a collision, at 12.50 p.m. this day,

with Her Majesty's Ship "Iron Duke;" all the crew were saved.

I had been on deck the whole forenoon, and left to go below for a few minutes at some time between 12 and 12.30 p.m., the "Vanguard" at that time being ahead and at the distance of three cables, both ships going 7 to 7½ knots, and getting into station of columns of divisions

in line ahead, from single line ahead, the "Iron Duke" being the sternmost ship.

On being made acquainted with a fog coming on, I immediately went on deck, and finding the "Iron Duke" too much on the port quarter of the "Vanguard," and supposing the latter to be still going ahead to get into position, I ported to sheer more astern, when, on sighting her through the fog, it was evident a collision must take place, and which it was then impossible to avoid.

I beg to enclose the letters of the lieutenants of the forenoon and afternoon watches.

I have the honor to be, &c.,

H. D. HICKLEY, Captain.

The Secretary of the Admiralty,
London, S.W.

Z.

H.M.S. "Iron Duke,"

1st September 1875.

SIR,

I have the honour to report that I was relieved by Lieutenant Evans, the officer of the afternoon watch, at 12.30 p.m., the ships at that time being in station.

I have the honour to be, &c.,

STEPHEN THOMPSON, Lieutenant.

Captain H. D. Hickley,
H.M.S. "Iron Duke."

Z.

H.M.S. "Iron Duke,"

Off Kingstown, 1st Sept. 1875.

SIR,

In reply to your order, I have the honour to state I was officer of the afternoon watch on September 1st, and relieved Lieutenant Thompson at 12.30 p.m. My orders were, course S. $\frac{1}{2}$ E., close order, columns of divisions in line ahead; going 50 revolutions, look-outs were on top gallant fore-castle on account of appearance of fog; captain was on deck, and asked if it was my afternoon watch, and told me to be very careful in keeping station, and not to get astern. In a few minutes fog came on thick. I sent down Mr. Latter, chief officer of coastguard, to tell the captain I had lost sight of flagship, but was in station by "Vanguard," and as soon as Mr. Latter came up I sent him down again to say that I had lost sight of "Vanguard." I told the quartermaster to starboard the helm and to give her a good sheer from "Vanguard," and then to keep her course. In the meantime the captain came on deck. I told him what I had done. He said you have gone out of line too much, and gave the order port, and took charge of the ship.

The fog horn was sounding and the chief engineer had been ordered to get the steam whistle ready by this time.

Her course at this time was S.S.W. At 12.48 the "Vanguard" was reported on the starboard bow, the helm was put hard a-starboard, the port screw stopped for about two seconds, and then full speed astern with both screws;

and at 12.50 p.m. we came into collision with the "Vanguard," striking her abait the port beam.

I have the honour to be, &c.,

P. G. EVANS,

Lieutenant.

Captain Henry D. Hickley,
H.M.S. "Iron Duke."

Z.

PROCEEDINGS of RESERVE SQUADRON; SINKING of
"VANGUARD" through COLLISION with "IRON
DUKE."

"Warrior," at Sea, off Arklow Light,

4th September 1875.

SIR,

I have the honor to make the following report for the information of the Lords Commissioners of the Admiralty.

On Wednesday, 1st September, at 10.30 a.m., the squadron weighed together by signal in Dublin Bay, and formed column "line ahead." When two miles outside the Kish Light vessel, the "Achilles" was signalled to "part company." The course was given S. $\frac{1}{2}$ E., and signal made "form two columns line ahead."

The "Warrior" and "Hector" formed the starboard division, the "Vanguard" and "Iron Duke" the port division. These two latter ships steered over to take their stations, and had not done so when a dense fog set in, which hid them from sight. The speed, which had been at seven knots in the "Warrior," was slowed to six, and subsequently to five and four and a half. Guns were fired at intervals, and the "Warrior" and "Hector" kept on their course.

At about 2 p.m. the fog lifted somewhat, and the two ships of the port division were seen a long way astern. It was thought they had stopped on account of the fog, but no apprehension was felt that any accident had occurred, and, as the neighbourhood of the Arklow bank was not safe navigation, especially in the thick fog which had now settled down again, the "Warrior" and "Hector" continued steaming, expecting that the missing ships would rejoin off Queenstown.

The weather cleared at 9.45 p.m. so as to make the Tuskan Light, but afterwards the dense fog returned, which lasted till Friday the 3rd inst., when the "Warrior" and "Hector," which had never been out of hearing of the fog horns and occasionally in sight of each other, steered in and anchored in Queenstown, where the first intimation was given of the disaster that had occurred to the "Vanguard."

As their Lordships are already in possession of the circumstantial statement of the captains and officers of the ships that came into collision, of which I was not a witness, and a court-martial will elucidate all the facts of the case, I do not deem it necessary to enter further into the causes which led to the lamentable disaster; and can only add the expression of my sorrow that it should have occurred to one of the ships under my command.

I have the honor to be, &c.,

J. W. TARLETON,

Vice-Admiral.

The Secretary of the Admiralty,
Whitehall, London.

3.—CAPTAIN DAWKIN'S NARRATIVE.

A.

I. The narrative of the loss of the "Vanguard," as set forth in my letter to the Secretary of the Admiralty, dated 1st September, contains most of the information I am able to give, but there are one or two points on which I am anxious to say a few words to the Court, and which will, I think, materially assist their deliberations.

II. Such a disaster as the foundering of Her Majesty's ship "Vanguard," by collision with a consort vessel, must be deplored by everyone, and is a terrible misfortune to those who were entrusted with her safe conduct, and who by God's good providence are here to-day to answer for their behaviour on that unfortunate occasion.

III. I beg the attention of the Court for a short time while I endeavour to show that nothing was wanting in precaution and care, and in exact obedience to the law, on the part of myself, my officers, and ship's company, to ensure the safety of the lives and property confided to our care.

IV. The vessel herself, before the collision, was a ship of war in the most perfect condition of soundness and efficiency. In such a state of discipline as to draw forth encomiums from all my superiors who visited and inspected her. My officers, one and all, enjoyed and deserved my implicit confidence and friendship. I endorse and approve

all they did before and after the accident, and desire in addition to record my appreciation of the spirited, steady, and exemplary conduct exhibited on the occasion by all under my command, with the exception of the officer whom I have already brought to the notice of the Court. I would especially desire to bring under the notice of the Court the good services rendered to me by Commander Tandy on this trying occasion, on which he proved himself to be an officer of very high qualifications, exhibiting as he did the greatest coolness in carrying out my orders, which tended considerably towards the good discipline and order which I trust will be found to have existed on board, and which he has at all times been most instrumental in maintaining.

V. The heads of departments did all in their power to save public documents and money, and the medical officers were most prompt and judicious in their care and removal of the sick. I also desire to place on record my appreciation of and gratitude for the skilful and masterly manner in which Captain Hickley of the "Iron Duke," with the able assistance of his officers and crew, returned to us in the fog after the collision, stood by us, and contributed so much to our rescue.

VI. We were also much indebted to Commander Young

of the "Achilles," who was a passenger in the "Vanguard," for valuable assistance. He stood by the ship to the last.

VII. Having been on deck since leaving the anchorage at Kingstown, at 10 o'clock in the forenoon of the 1st September, I went below at 2.30 p.m., leaving the deck in charge of Lieutenant Hathorne, with no appearance of danger or difficulty in the management of the ship. At 12.43, I was informed by Mr. Smith, gunner, the mate of the watch, that a dense fog had set in, and I went on deck immediately. I gave directions to denote our pendants on the steam whistle, which was done three or four times consecutively, and the cowl of the whistle was then opened to a full blast. Receiving no response to my signals from the "Iron Duke," I concluded she was still astern of me, and further off, as when she was last seen at 12.35 she was about three cables astern, and steering the same course as ourselves, namely S. $\frac{1}{2}$ E.

VIII. Finding that the "Vanguard" (now nearly in the station appointed for her by the Admiral) was, when I went on deck, going eight knots, I ordered her speed to be reduced to six and five knots by two separate orders, considering that had we run over a ship in a dense fog, I should have laid myself open to very serious blame, and I intended to sound by steam whistle to "Iron Duke" (which ship I believed to be still astern of me, though we heard no signals from her) the number of knots to which I had slackened.

IX. I feel sure the Court will agree with me that this reduction of my speed in no way prejudiced my safety as regards the "Iron Duke," for had she then appeared in my wake it would have been impossible for her to have fouled me.

X. Just, however, as I was about to make the signal to the "Iron Duke" indicating my speed (as before stated), in the hope she might hear it, a sail was reported right ahead. I gave an order instantly to stop the "Vanguard," and ran as quickly as possible on to the fore-castle. On my way I heard the officer of the watch give the order to "starboard the helm." The fog now was very dense, but I saw the ship ahead of us, and perceived, to my intense satisfaction, that we were clear of her, and I gave the order, "Full speed ahead," so as to get well out of her way. While issuing this order with my face turned aft, I saw, about a ship's length from us, abaft the port beam, what I took to be a large merchant ship, but which proved to be the "Iron Duke," as within a few instants she struck us just abaft the main rigging.

XI. I would submit to the Court that after falling out of the line to port, to clear the vessel ahead of me, I had every right to expect the "Iron Duke" to be, not abaft my port beam, but on my starboard hand, pursuing her course with perfect safety to herself and to the "Vanguard," and I trust the Court will consider that I used good judgment, and proper seamanship under the circumstances, in the steps I took to avoid the possibility of the accident which unhappily befel us.

XII. At the time of the collision the "Vanguard" was going six knots through the water.

XIII. As regards the water-tight compartments, it is due

to myself to mention that so much importance did I attach to their efficiency and value, that I established a bugle call, upon the sounding of which all officers and men stationed for the duty repaired to their posts, and closed every door in the ship; and this exercise was performed at least once a month, and always at general quarters once a week in addition. I caused it to be done on the inspection of the ship by Admiral Tarleton on the 6th of August last, with his sanction, and he expressed his approval of all my arrangements in this most important matter; the doors having been closed, and so reported by me to the Admiral within five minutes of the sounding of the bugle.

XIV. As regards the pumps, all the cog wheels, with the uprights attached, which connected the upper handles with the handles on the lower deck, were always kept rigged, as they were the portions of the pumps which took longest to prepare for work in case of emergency.

XV. That the Court may be assured that nothing was left undone to endeavour to save our ill-fated ship, I may mention that after we had decided to abandon her, and ensure the safety of the crew, there was a short pause (for which we cannot account) in the rapidity with which the water was rising in the engine-room hatchway. I therefore at once recalled the men, who were standing in an orderly manner on the upper deck, to the pumps, where they went at "the double" and with a will. We recommenced pumping, but unfortunately in vain; and when all hope was utterly at an end, as represented to me by Commander Tandy, Mr. Thomas, the navigating lieutenant, Mr. Brown, the chief engineer, and Commander Young of the "Achilles," and confirmed by my own judgment, we quitted the ship. She had been settling down at the last at the rate of almost an inch a minute, and it was considered by everybody present that she might go from under us at any moment. When, at the last, I stepped into my boat, into which I had previously ordered Lieutenant Thompson, of the "Iron Duke," Lieutenant Noble, senior lieutenant of the "Vanguard," and Commander Tandy, the last remaining persons on board, the gunwale of the boat was only between three and four feet from the upper deck of the ship. Twenty minutes afterwards the ship heeled over on to her broadside and sank.

XVI. I cannot but feel very painfully the gravity of the position in which I am placed, but I am cheered by the conviction that no skill, no effort on my part, could have averted this disaster, and that I have in this case, as in all my long service in Her Majesty's Navy, striven to do my duty zealously, conscientiously, and to the best of my ability.

XVII. I am fully prepared at the proper time, should the Court desire it, to call distinguished officers with whom I have served to bear testimony as regards my professional ability and reputation.

XVIII. I will not trespass longer on the time of the Court, which may rely on the best assistance of myself, my officers, and ship's company in eliciting and setting forth the whole truth in this matter.

RICHD. DAWKINS,
Captain.

Track of Reserve Squadron
on 1st Sep^r 1855, from
10.30 A.M. to 0.50 P.M.
and of
Iron Duke & Vanguard to the Collision
between
0.20 and 0.50 P.M.

Produced by
C. Iron Duke.

IRELAND

SHEET XVI

WICKLOW TO DUBLIN

SURVEYED BY COMM^r FRAZER M.R.I.A. 1850

From the original maps made from the Ordnance Survey of 1850

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COUNTY OF
LOUTH



COUNTY OF MEATH



COUNTY OF DUBLIN

D.
Produced by
Iron Duke.

Truck of the
Reserve Squadron, on
1st September, 1875.
from 10.30 A.M.
to 0.50 P.M.



COUNTY OF WICKLOW

Light Vessels.

Bish carries a globe at her main mast head.
Coching carries a globe with a half globe
at her main mast head.
V. Ashlow carries a globe at her fore and
main mast heads.
S. Ashlow carries a half globe over a globe
at her main mast head.
V. Ashlow carries 2 globes at her main
mast head.
L. Ashlow carries a globe at her main
mast head.
S. Ashlow carries a globe at her fore and
main mast heads.
All have three masts and are painted
black with white tops and funnels.
A. Ashlow carries a globe at her main
mast head.

- A. 1. Remains of the wrecked ship on the
coast near the W. of the Ashlow.
B. 1. The top of the right of the Ashlow.
C. 1. The top of the right of the Ashlow.
D. 1. The top of the right of the Ashlow.
E. 1. The top of the right of the Ashlow.
F. 1. The top of the right of the Ashlow.

- W. Ashlow carries a globe at her main
mast head.
S. Ashlow carries a globe at her fore and
main mast heads.

COUNTY OF WEXFORD



Truck of
Iron Duke & Vanguard from 0.20 to 0.50 P.M.
Collision

7.—COPY of "VANGUARD'S" LOG.

H.M.S. "Vanguard," Wednesday, 1st day of September 1875.
From Dublin Bay, to , or at

Initials of the Officer of the Watch.	Hours.	Knots.	Tenths.	Standard Compass Courses.	Leeway Points.	Wind.		Weather.	Deviation of Standard Compass.	Height of		Temperature of the Sea.	REMARKS.	
						Direction.	Force.			Bar.	Ther.			
A.S.	1	—	—	At	—	Calm	0	b. c.	—	—	—	—	4 a.m. ft. in. Draught of water { for ^d . 22 00 aft. 23 4	
	2	—	—	—	—	—	—	—	—	—	—	—		
	3	—	—	—	—	—	—	—	—	—	—	—		
	4	—	—	—	—	—	—	—	30·14	57	—	—		
G.W.	5	—	—	Single	—	—	0	—	—	—	—	—	In steam pinnace. 8 a.m., crossed royal yards. Lost overboard by accident, bayonets, pat, 53, one. Mustered by divisions. 10.30 a.m., weighed and proceeded under steam out of Dublin Bay, squadron in co., single column line ahead. 11.40 a.m., passed Kish Lt. V. 12 a.m., steaming.	
	6	—	—	—	—	—	—	—	—	—	—	—		
	7	—	—	—	—	—	—	—	—	—	—	—		
	8	—	—	—	—	—	—	—	—	—	—	—		
	9	—	—	Anchor	—	—	0	—	—	30·13	67	—		
	10	—	—	—	—	—	—	—	—	—	—	—		
	11	—	—	—	—	—	—	—	—	—	—	—		
Noon.	—	—	As requisite out of Dublin Bay.	—	—	—	—	—	—	—	—	—		
Course.		Distance		Latitude.		Longitude.		Variation allowed.		Water remaining.		True bearing and Distance.		No. on Sick List.
		Made good.	Through the water.	D. R.		D. R.				Daily expenditure.				
Current.		Miles.	Miles.	Obs.		Chro.				Distilled since yesterday.				

0.10 p.m. Kish, N.W. by W. $\frac{3}{4}$ W. 3 miles. Shaped course, S. $\frac{1}{2}$ E. set P. log.
Formed two (2) columns as per signal, whilst in process of formation steamed into a thick fog, ship reported right ahead. 12.50, observed H.M.S. "Iron Duke" close to on port beam. Ditto ran into the ship, striking her with stem abreast the engine room, which filled the engine room in about 5 minutes. Closed all the water-tight doors. One watch manned the pumps, the other watch proceeded to get the boats out. "Iron Duke" closed, and sent boats to assist.
1.30 p.m. Finding pumping useless, and being of opinion that there was no chance of saving the ship, it being also the opinion of the principal officers on board, as she was settling down very rapidly, ship's company were ordered to leave in cutter, gig, galley, and boats belonging to "Iron Duke."
1.45. All hands clear of ship.
2. H.M.S. "Vanguard" sank stern first heeling over to starboard in 16 fathoms of water. Kish Lt. vessel N.N.W. $8\frac{1}{2}$ miles, Bray Head W. by N. 11 miles.
All hands saved.

Attested copy,
R. Dawkins, Captain.
J. C. Thomas, Navg. Lieutenant.

Signed by R. DAWKINS,
Captain.
Signed by Wm. C. S. HATHORN,
Officer of Watch, Lieutenant

8. COPY of "WARRIOR'S" LOG.

H.M.S. "Warrior," Wednesday, 1st day of September 1875.
From Dublin Bay to Cork Harbour, or at

Initials of the Officer of the Watch.	Hours.	Knots.	Tenths.	Standard Compass Courses.	Leeway Points.	Wind.		Weather.	Deviation of Standard Compass.	Height of		Temperature of the Sea.	REMARKS.
						Direction.	Force.			Bar.	Ther.		
	1	—	—	—	—	—	—	—	—	—	—	—	
	2	—	—	Single	—	c.	0	c.	—	—	—	—	
	3	—	—	—	—	—	—	—	—	—	—	—	
	4	—	—	—	—	—	—	—	—	30 21	62	—	4 a.m.
	5	—	—	—	—	—	—	—	—	—	—	—	ft. in.
	6	—	—	Anchor	—	—	—	—	—	—	—	—	Draught of water { aft. 27 0 ford. 26 0
	7	—	—	—	—	Calm	0	cm.	—	—	—	—	7.30 a.m. in Pinnacle
	8	—	—	—	—	—	—	—	—	"27	63	—	8 a.m. Crossed Rl. Yards. Brought fires forward and up steam.
	9	—	—	—	—	—	—	—	—	—	—	—	10.40 a.m. Weighed and proceeded out of Dublin Bay Squadron in company.
	10	—	—	Dublin Bay	—	—	—	—	—	—	—	—	
	11	2	—	Steaming out of Dublin Bay.	—	Southy.	1	bc.	—	—	—	—	11.25. Rounded Kish Lt. Vessel. Achilles parted company.
	Noon	7	—	—	—	—	—	—	—	"24	66	59	Noon. Shaped course S. $\frac{1}{4}$ E. (Ey.) Steaming.

Course.	Distance.		Latitude.	Longitude.	Variation allowed.	Water remaining 73.	Comp. bearing and Distance.	No. on Sick List.
	Made good.	Through the water.						
Current.	Miles.	Miles.	Obs.	Chro.	Pts. $2\frac{1}{2}$ W.	Daily expenditure $8\frac{1}{4}$. Distilled since yesterday 15 $\frac{1}{2}$.	Kish Lt. vessel W. by N. $\frac{1}{4}$ N. 2 miles Hd. South.	17

1	—	—	S. $\frac{1}{4}$ E.	—	Southy.	2	bc. & m.f.		Fired guns at h. m.		0.35 p.m. "Vanguard" N.E. by N. $\frac{1}{2}$ N.	
2	5	5	—	—	—	—	mcf.		12 25		2 p.m. Lost sight of "Van- guard" and "Iron Duke."	
3	1	1	S. by W. $\frac{1}{3}$	—	—	—	—		1 0		2 p.m. Codling Lt. vesse	
3	3	4	W.	—	—	—	—		1 30		W. $\frac{1}{2}$ S.	
									2 5		2.15 p.m. Altered course to	
									2 25		S. and by W. $\frac{1}{2}$ W. (Wly.)	
									3 0		Firing guns occasionally.	
									3 30		Drills as per routine.	
4	4	—	—	—	S. by W.	3	f.	—	31 26	64	61	4 p.m. Steaming "Hector" in company.
5	4	5	—	—	—	—	—	—	—	—	—	5.10 p.m. Stopped.
												5.20 p.m. Proceeded. Mus- tered at quarters.
6	4	8	—	—	—	—	f.	—	"25	61	60	6 p.m. Altered course to S.S.W. $\frac{1}{4}$ W. Steaming.
7	2	5	S.S.W. $\frac{1}{2}$	—	—	—	—	—				6.15 p.m. South Arklow Lt. vessel on std. beam.
7	3	5	W.	—	S.W.	2	—	—				6.20 p.m. Altered course to S.W. $\frac{3}{4}$ S.
	5	8	S.W. $\frac{3}{4}$ S.	—	—	—	—	—				8 p.m. Steaming.
8	5	8	—	—	—	—	bc.	—	"22	60	60	9.45 p.m. Observed Black- water Lt. W.N.W. and Tuskar Lt. on starboard bow.
9	6	—	—	—	—	—	bf.	—	—	—	—	10.10 p.m. Observed Lucifer Lt. west.
10	6	—	—	—	—	—	—	—	—	—	—	11.15 p.m. Lucifer Lt. abeam.
11	7	—	—	—	S.Wly.	2	bc.	—	—	—	—	Midnight. Steaming Tuskar Lt. W. by N.
Midt.	7	—	—	—	—	—	—	—	"16	60	59	

Signals, &c. {	For Engines	-	24 tons	17 cwt.
	For Ship	-	—	7 "
	For Distilling	-	1 "	14 "

Coals expended during the 24 hours.

9.—COPY of SIGNAL LOG, H.M.S. "WARRIOR," 1 September, 1875.

Ships in Company.	Time.		From	To	Signification.	Remarks.
	A. M.	H. M.				
"Warrior." "Hector." "Vanguard." "Iron Duke." "Achilles."	5	45	"Hector"	Flag	Permission to hoist in. Steam.	
	5	50	"Iron Duke"	Flag	Pinnace (affirmed).	
	6	0	Flag	General	Permission to hoist in all boats (affirmed). Send vouchers for fresh beef and vegetables by 8 a.m.	
	6	30	Flag	General	Blue working dress.	
	7	0	"Vanguard"	Flag	Boat's crews.	
	7	30	Flag	"Achilles"	Blue and white hats.	
	8	0	Flag	General	Permission to hoist in all boats (affirmed). Take the guard.	
	8	0	Flag	General	Cross royal yards.	
					Get up steam.	
					7 knots.	
	8	10	"Hector"	Flag	9.30 a.m. Permission to.	
	8	55	"Vanguard"	Flag	Exercise.	
	9	0	Flag	"Vanguard"	Royal yards (affirmed). Captain to Captain.—Shall have Victoria's boat alongside until anchor is aweigh. If you have any letters to send, I will send them in her.	
	9	30	Flag	General	Captain to Captain—Much obliged.	
	9	45	Flag	"Achilles"	Captain to repair on board.	
	10	0	Flag	General	Shorten in cable	
	10	10	Flag	General	2 shackles	
	10	23	Flag	General	Report when commander and others are discharged to "Vanguard."	
	10	30	Flag	General	Can officers' servants go to "Vanguard"?	
	10	32	Flag	General	Yes.	
	10	39	Flag	General	Squadron is waiting.	
	10	39	Flag	General	Weigh.	
	10	40	Flag	General	Witnesses and prisoners are all on board.	
	10	45	Flag	General	Form in single column in line ahead	
	10	55	Flag	General	Keep in close order	
					Catted	
					Catted	
					Catted	
					Catted	
					Annul. Take the guard.	
					Despatch is necessary.	
					Take station.	
						168.
						9.25 a.m. "Hector" ready to proceed.
						9.35 a.m. "Vanguard" ready to proceed.
						9.35 a.m. "Iron Duke" ready to proceed.
						10.40 a.m. "Achilles" ready to proceed.
						10.30 "Warrior" weighed.
						10.37 "Warrior" catted.
						10.30 "Hector" weighed.
						10.30 "Vanguard" weighed.
						10.30 "Iron Duke" weighed.
						10.31 "Achilles" weighed.

Copy of Signal Log, H.M.S. "Warrior," 1 Sept. 1875—cont.

Ships in Company.	Time.		From	To	Signification.	Remarks.
	A. M.	P. M.				
"Warrior." "Hector." "Vanguard." "Iron Duke."	A. M. 11 0		Flag -	General -	The Admiral intends to proceed at 30 revolutions.	12.30 fog; lost sight of "Vanguard," "Iron Duke," and "Hawke."
	11 0		Flag -	"Hector" -	Square royal yards.	
	11 10		Flag -	"Achilles" -	Keep station.	
	11 10		Flag -	General -	The Admiral intends to proceed at 33 revolutions.	
	11 45		Flag -	"Achilles" -	Part company.	
	11 45		Flag -	General -	Alter course to S. $\frac{1}{2}$ E.	
	12 0		Flag -	General -	Take down in writing the order of the fleet. Two divisions.	
					"Warrior" 1st division Nr. 1.	
					"Hector" do. do. Nr. 2.	
					"Vanguard" 2nd do. do. Nr. 3.	
"Warrior." "Hector." "Vanguard." "Iron Duke."	P. M. 12 10		Flag -	General -	"Iron Duke" do. do. Nr. 4.	2.0. Observed "Vanguard," "Iron Duke," and "Hawke," astern about 4 miles. Guns fired. 2.27 p.m. 2 guns in succession. 2.30. One gun. 2.38. One gun. { 2.45. One gun. 3.0. One gun. 2.15 p.m. "Vanguard," and "Iron Duke" last seen. Wind. | Weather. Direct Force. | S. by W. | 3 Fog. | 4 p.m.
	12 15*		Flag -	General -	Dress blue and caps	
	12 15		Flag -	General -	The Admiral intends to proceed at 20 revolutions.	
	1 20		Flag -	General -	We fire a gun every half hour during fog. A volley of musketry is to be fired by each ship in succession. After gun is fired, 2 minutes interval between each ship	
	1 45		Flag -	General -	Form in single column in line ahead	
	2 10		Flag -	General -	Alter course to S.S.W.	
	3 45		"Hector" -	Flag -	We are going 20 revolutions	
			Flag -	"Hector" -	I am obliged to stop, engines broke down	
	3 50		"Hector" -	Flag -	How long will you take before you can go on?	
	5 10		"Hector" -	Flag -	Am ready to go on again	
"Warrior." "Hector."	5 15		"Hector" -	Flag -	Am going 25 revolutions	8.0 p.m. Wind. | Weather. Direct Force. | S. by W. | 2 Fog. | 4 p.m.
	5 15		"Hector" -	Flag -	I am obliged to stop.	
	5 20		"Hector" -	Flag -	How long will you be?	
			"Hector" -	Flag -	About 10 minutes.	
			"Hector" -	Flag -	What is the matter?	
			"Hector" -	Flag -	Rendezvous.	
	5 20		"Hector" -	Flag -	Queentown.	
	5 45		Flag -	"Hector" -	It is the pump which has been twice out of order through the set screw slackening.	
	6 5		Flag -	"Hector" -	Observe very attentively the Admiral's motions during the night.	
	6 20		Flag -	"Hector" -	Alter course one point to starboard. Alter course one point to starboard.	

* This is an error, and should be 1.15.

E. -

10.—STATIONS FOR FIRE QUARTERS AND CLOSING WATER-TIGHT DOORS.

1st watch.	2nd watch.	3rd watch.
1. Richd. George.	1. Chas. Oaks.	1. Luke Heffron.
2. Jas. Harrold.	2. Jos. Adams.	2. Thos. Gooden.
3. { J. Elliott.	3. Richd. Donovan.	3. Jos. Fox.
{ S. Gribbell.	4. Thos. Aze.	4. Richd. Donovan.
4. F. Hide.	5. F. Axworthy.	5. Timy. Murphy.
5. E. Rendall.	6.	6.
6.	7.	7.
7.	8.	8.
8.		

Numbers 1 to 5 of the longest watch off to repair to stations for closing doors.

No. 1. Sees that all is clear for closing the doors between engine room and stoke hole.

No. 2. Closes both doors of port shaft passage.

No. 3. " " starboard shaft passage.

Nos. 4 and 5. Close both doors between engine room and stoke hole.

The remaining men of the watches off duty attend and screw on the hoses on the fire mains in the flats.

IN HARBOUR.

Peter Rid	{ Close screw alley doors	Jas. Harrold	{ Port door aft.	J. Liddle	{ Tunnel
Richd. Helson	{ on aft. deck,	Jos. Adams	{ starbd. door aft.	Saml. Williams	{ doors.

Under Mr. Redgrave, Engineer. D. G. TANDY, Commander.

F.

11.—WATER-TIGHT COMPARTMENTS, H.M.S. "VANGUARD."

Doors, &c.	To be closed by	Were closed by	Left open.	Remarks.
Paint room - -	Kept closed except at inspections.			
Sick Bay, port - -			Open.	
Do. starboard - -				
Sail room, port - -		Geo. H. Rose e. rm. artificer	Closed.	
Do. starboard - -		Jas. Liddle ldg. stoker	"	
Cell flat, port - -	To be closed by order after doors below this line of deck were closed	Jas. Webber ldg. stoker	"	
Do. starboard - -		Peter Rid ldg. stoker	"	
Bag flat, port - -		Jas. Webber ldg. stoker	"	
Do. starboard - -		Jas. Borlace e. rm. artificer	"	
Engine flat, port - -		{ Mr. Horne engineer -	"	
Do. starboard - -		{ Wm. Best private R.M.	"	
Provision room } port flat		Mr. Horne engineer -	"	
} starboard			Open.	
FLAPS.			"	Believed to have been closed, but no evidence.
Paint room - -	Kept closed except when in use	{ Hy. Cruze painter 1 cl.	Closed.	
Store room - -	{ J. C. Hooper, yeo. of stores	{ Wm. Dewhurst gunr., R.M.A.		
Engine store room - -	{ Hy. Forman, musician	J. C. Hooper yeo. of stores		
Iron room - -	{ Jas. Webber, ldg. stoker	Jos. Fox stoker		
	Kept closed	Jas. Webber ldg. stoker	"	
DOORS.				
Bunkers starboard 1	Kept closed, except those in use.			
Do. 2				
Do. 3				
Bunkers, port 1				
Do. 2			1 s. open for use, all remainder closed.	Could not be close, on account of coals.
Do. 3				
Tunnels, stoke hole, P. -	No. 1 sees doors clear	{ Mr. Redgrave engineer -	Closed.	
		{ Mr. Pellow; asst. engr. 2 cl.		
		Jas. Liddle ldg. stoker		
Do. starboard - -	4 and 5 close them.	Mr. Leitch and Mr. Horne, engineers	"	
Tunnels, shaft, port -	No. 3	{ Mr. Brown chief engineer -	"	
		Mr. Leitch engineer -		
		Richd. George ldg. stoker		
Do. starboard - -	No. 2	{ Mr. Brown chief engineer -	"	
		Rd. George ldg. stoker		
		Jas. Liddle ldg. stoker		
Wing passage - -	Kept open except when undergoing quarterly cleaning, some were open.			
Tunnel shafts after doors -			Open.	

All of double bottoms were closed except two under tanks forward which were on but not screwed close down.

D. G. TANDY, Commander.

12.—COPY of SIGNAL LOG of "IRON DUKE" for 1st September 1875.

Date Wednesday, Sept. 1st.

Place Kingstown—Dublin Bay to Queenstown.

Ships in Company.	Time.	From.	To	Signification.	Remarks.
"Warrior"	H. M. 5 55	"Iron Duke"	Flag	Permission to hoist in boom boats F.	Fleet weighed and put to sea at 10.30 a.m. "Achilles" parted company at 11.45.
"Hector"	6 0	Flag	General	Send vouchers for beef and vegetables by 8 a.m.	1st Divs.: "Warrior" 1, "Hector" 2.
"Vanguard"	6 30	"	"	Blue working dress. Boats crews blue, white under and hats.	2nd Divs.: "Vanguard" 3, "Iron Duke" 4.
"Iron Duke"	7 55	"	"	Cross Royal yards.	Struck "Vanguard" in a fog at 12.50; took all the men out of her, and she sank at 2.3 p.m.
"Achilles"	8 0	"	"	Get up steam for seven knots at 9.30 a.m.	Lost sight of Admiral at 12.35 on Starboard bow.
"Hawk"	8 40	"Hawk"	"Iron Duke"	We have letters for you.	Anchored at 5 p.m., weighed and proceeded at 8.55.
	9 20	Flag	General	Shorten in to two shackles.	Anchored at Kingstown at 11.5 p.m.
	9 30	"Iron Duke"	Flag	Ready to proceed, F.	
	10 25	Flag	General	Weigh.	
	10 35	"	"	Single column in line ahead—close order.	
	10 45	"	"Iron Duke"	Despatch is necessary.	
	10 50	"Iron Duke"	Flag	Catted.	
	10 55	Flag	General	Admiral intends to proceed 30 revolutions.	
	11 5	"	"	Admiral intends to proceed 33 revolutions.	
	11 45	"	"Achilles"	Part company.	
	11 55	"	General	Alter course to starboard to S. $\frac{1}{2}$ E.	
	12 0	"	"	Take down in writing the order of the Fleet at 11.5 p.m.	
	12 15	"	"	Dress, blue, white frocks underneath, and caps.	
	"	"	"	Columns of division in line ahead.	

George P. Mellish Webb, Yeoman of Signals.

Approved,
J. S. Hickley, Captain.

REMARKS on COLLISION with "VANGUARD."

h. m.
At 0 50 p.m., 1st September 1875, collision took place.
0 52 " " commenced firing
signal guns.
3 40 " " left off firing signal
guns.

Time of collision, sounded in 19 $\frac{3}{4}$ fathoms, S.S.E. $\frac{1}{2}$ E. (magnetic), 7 miles from Kish Light-vessel.

At 2.0 p.m., Vanguard sunk (all hands saved). At S.W. $\frac{1}{2}$ S. (magnetic), half a mile from ship. (No bearings of land obtained on account of fog). In 19 $\frac{1}{2}$ fathoms at S.S.E. (magnetic) eight miles from Kish Light-vessel, just

below 18 fathoms. Mark one mile N. $\frac{1}{2}$ E. (magnetic). Of A view. On chart 1825 (b). Irish Channel, sheet 2. 3.0. A slight leak reported from fore compartment. 3.40. Left "Vanguard" with half of her topmasts showing above water. Shaped course, North (C) for abreast of Kish Light vessel. At 5.0, fog too thick to proceed. Anchored in 16 fathoms. At S.E. by S. (magnetic), five miles from Kish Light-vessel.

h. m.
High water at Kingstown 11 51 a.m. and midnight.
Liverpool 0 00 " "
1st September 1875.

H. SUGDEN,
Navigating Lieutenant.

TRUE COPY of SHIP'S LOG of H.M.S. "IRON DUKE" on 1st September 1875.

H.M.S. "Iron Duke," Wednesday, 1st day of September 1875.

From Dublin Bay to Queenstown, or at Dublin Bay (Kingstown).

Initials of the Officer of the Watch.	Hours.	Knots.	Tenths.	Standard Compass Courses.	Leeway Pts.	Wind.		Weather.	Deviation of Stand. Comp.	Height of		Temperature of the Sea.	REMARKS.
						Direction.	Force.			Bar.	Ther.		
E. K.	1	+	-	-	-	N.W. by	2 to 3	b. c. g.	-	-	-	-	A.M.
	2	+	-	-	-	-	-	-	-	-	-	-	6.0. In steam pinnace. 8.0. Crossed royal yards. Draught of water, for ^d , 20 ft. 6 in., aft, 22 ft. 6 in. Stopped distilling.
	3	+	-	-	-	-	-	-	-	-	-	-	9.0. Mustered at quarters. 9.30. Shortened in cable to 25 fms.
	4	+	-	At	-	-	-	-	-	30.14	58°	-	10.30. Weighed, and proceeded in company with Squadron out of the Bay, using steam as required to keep station, 50 to 45 revs.
	5	+	-	-	-	-	-	-	-	-	-	-	11.00. "Achilles" parted company.
H.H.A.	6	-	-	-	-	-	-	-	-	-	-	-	Noon. Squadron in close order, in line ahead. Kish Lt. N. 81° W., and Apex Lanby, N. 5° W. (Mag.) Shaped course S. $\frac{1}{2}$ E. (m.)
	7	-	-	-	-	-	-	-	-	-	-	-	Defects caused by collision. Carried away bowsprit and jibboom and head gear, st. anchor stock, &c. Cut jib-stay, lanyards, &c., to clear wreck.
	8	-	-	Anchor	-	South	1	b. c. m.	-	30.17	64	-	
S.H.T.	9	-	-	-	-	-	-	-	-	-	-	-	
	10	-	-	-	-	-	-	-	-	-	-	-	
	11	2	5	As requisite	-	S.W.	1 to 2	-	-	-	-	-	
S.H.T.	Noon	7	5	-	-	-	-	b. c.	-	30.15	68	60°	

Course.	Distance		Latitude.	Longitude.	Variation allowed.	Water remaining.	Coal on Charge at Midnight.	No. on Sick List.
As required.	made good.	through the water.	N.	W.		63 tons.	364 tons 13 cwt.	
Current.						Daily Expenditure.	True Bearing and Distance.	
Tidal.	Miles.	Miles.	D. R. Bearing Obs. } 53 20	D. R. Bearing Chro. } 53	28° West.	Distilled since yesterday.	Kish Lt. Ship S. 76° W. 3 miles.	
	10	10				5 tons.		

P. G. E.	1	6	0	S. $\frac{1}{2}$ E. -	-	S.W.	1	b. c. f.	3° W.	-	-	-	0h. 30m. (Flag) S.W. $\frac{1}{2}$ W., dist. 1 mile.
	2	-	-	Stopped off Vanguard.	-	-	-	c. f.	-	-	-	-	0h. 40m. Fog came on, lost sight of Admiral on st. bow, and Vanguard ahead 3 cables. 0.43. Observed Vanguard on st. bow. Put helm hard to starboard. Stopped port screw for 2". Put engines at full speed astern. 0.50. Came into collision with Vanguard, abreast port beam. Stopped. Lowered boats to render assistance; out launches.
	3	-	-	-	-	-	-	-	-	-	-	-	2.0. Vanguard sunk. In boats. 3.40. Shaped course North, for Dublin Bay. 5.0. Came to with S.B. in 16 fms. Veered to 57 fms. Fog too thick to proceed. Employed clearing away wreck, of head gear, &c. 7.50. Fog lifted. Observed Kish Lt. N.W. $\frac{1}{2}$ N. (m.) Banked fires. 8.0. Drew fires forward. 9.0. Weighed and proceeded under steam as required for Kingstown Harbour. 11.0. Came to with S.B. in 9 $\frac{1}{2}$ fms. with E. Lt. Ho. on breakwater N. 77° W., Mullins Islet south (m.) Banked fires. Communicated with shore. Used firing signal guns. Cartridges E. F. 9 in. 16 lbs. 9 in No.
	4	1	2	North	-	-	-	-	3° E.	30.14	62°	-	" 64 pr. 6 " 5 "
	5	4	2	-	-	-	-	-	-	-	-	-	" 12 " 18 oz. 2 "
R. P. W.	6	-	-	At anchor.	-	-	-	-	-	-	-	-	" 0 " 12 " 6 "
	7	-	-	Kish Lt. N.W. by W.	-	-	-	f.	-	-	-	-	Lost overboard by accident, wad hooks 9 in 1 in No. capstan spars 1 "
	8	-	-	-	-	-	2 to 3	b. c.	-	30.10	60	-	
E. K.	9	-	-	Steering as reqd. for Kingstown harbour.	-	-	-	-	-	-	-	-	
	10	6	0	-	-	-	-	-	-	-	-	-	
S. H. T.	11	5	0	-	-	-	3	-	-	-	-	-	
	Midn.	-	-	At anchor	-	-	-	o. c.	-	30.12	60	-	

Signals, &c. { Approved,
B. D. HICKLEY, Captain.

H. SUGDEN,
Navigating Lieut.

Coals expended { For engines - 10 tons 6 cwt.
during the 24 { For ship - " " 6 "
hours. { For distilling - " " 14 "

Her Majesty's Steam Vessel "Iron Duke" proceeding from Kingston

Hours.		Every Hour.																			Density by Hydro- meter.			Temperature greatest.										Wind.		Sea.	
		Coal used making good the distance logged.		Steam.		Starboard Engines.				Port Engines.														Direction relating to Ship.		Force of.		State of.									
				Pressure.	Temperature at Cy- linder and Suprs.	Revolutions per Mi- nute.	Travel of Piston be- fore Steam is cut off.	Vacuum.		Revolutions per Mi- nute.	Travel of Piston be- fore Steam is cut off.	Vacuum.																									
								Boilers.	Engines.			Forward.	Aft.																	Forward.	Aft.						
A.M.	Cwts.	lbs.	lbs.	Deg.	No.	Ins.	Ins.	Ins.	No.	Ins.	Ins.	Ins.	Deg.	Deg.	Deg.	Deg.	Deg.	Deg.	Deg.	Deg.	Deg.																
1	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—												
2	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—												
3	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—												
4	—	—	—	—	Fires banked.								16	—	84	74	80	—	—	60	—	—	—	—	—												
5	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—												
6	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—												
7	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—												
8	—	—	—	—	Do.								16	—	88	72	80	—	—	60	—	—	—	—	—	—											
9	—	15	14	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—												
10	—	16	15	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—												
11	13	16	15	—	Vble.	3.6	24	27	Vble.	3.6	25	27	—	—	—	—	—	—	—	—	—	—	—	—	—												
12	38	16	15	234 249	43	7.2	24	27	43	7.2	25	27	16	2	98	90	82	68	—	60	—	—	—	—	—												
P.M.																																					
1	45	16	15	234 249	43.1	7.2	24	27	43.1	7.2	25	27	—	—	—	—	—	—	—	—	—	—	—	—	—												
2	19	16	15	234 249	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—												
3	8	16	15	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—												
4	19	16	15	—	32	7.2	24	26	32	7.2	—	—	17	—	104	90	82	62	...	60	—	—	—	—	—												
5	13	16	15	—	23	7.2	24	26	23	7.2	25	27	—	—	—	—	—	—	—	—	—	—	—	—	—												
6	—	16	15	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—												
7	—	16	15	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—												
8	—	16	15	—	—	—	—	—	—	—	—	—	17	—	94	90	80	60	—	60	—	—	—	—	—												
9	—	16	15	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—												
10	11	16	15	—	40	7.2	24	23	40	7.2	23	26	—	—	—	—	—	—	—	—	—	—	—	—	—												
11	5	16	15	—	32	7.2	24	23	32	7.2	23	26	—	—	—	—	—	—	—	—	—	—	—	—	—												
12	—	16	15	—	—	—	—	—	—	—	—	—	17	—	96	90	80	60	...	60	—	—	—	—	—												
Total	171	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—												
Mean	19	16	15	—	34	7.2	24	25.3	34	7.2	24.3	26.6	16.5	2	94	84.4	80.6	—	—	60	—	—	—	—	—												

Every Twenty-four Hours.	Water distilled by Con- densers.				Number in Use.	Revolutions by Counter.	Expenditure of Stores.						No. of Hours.			Draught of Water.			Hours making good the distance logged.			
	Boilers.		Engines only.				Other Purposes.		Oil.		Tallow.	Oakum.	Cotton Waste.	Oil Crane.	Oil Ground Nut.	Fires have been alight.	Underway.	Fires Banked.				
	Tons.	No.	No.	No.	No.	Gals.	Gals.	lbs.	lbs.	lbs.	Gals.	Gals.	No.	No.	No.							
5	6	20	2	12,799	8	2½	—	—	2½	1½	3	24	12.30	11.70	—	—	—	20 6	22 6	6.0	—	—

DAILY REGISTER.

Kingstown, Wednesday, the 1st of September 1875.

Distance run													SPECIAL REMARKS BY CHIEF ENGINEER.												
Under			Mean Speed by Log.	Weather Barometer.	Starboard Engines.				Port Engines.				Gross indicated Horse Power.	Coal used per I. H. P. per Hour.											
Steam and Sail.	Sail alone.				Mean effective Pressure on Piston.	Revolutions per Minute when Diagrams were taken.	Indicated Power.	Mean effective Pressure on Piston.	Revolutions per Minute when Diagrams were taken.	Indicated Power.															
lbs.	Knts.	Knts.	Knts	Ins.	lbs.	No.	I.H.P.	lbs.	No.	I.H.P.	I.H.P.	lbs.		Initials of Engineer.											
					6 a.m. Hoisted steam pinnace in board, and secured engine and boiler.																				
					Distilling.																				
					Worked 40 horse engine to raise anchor.																				
			7.7	30.15																					
					11.30 a.m. Lit fires in S.A.A. boiler.																				
					1.30 p.m. Connected ½ boiler.																				
					1.0. Lowered funnel; 3.0 Raised do.																				
			6.0	4																					
			30 seconds from ahead to astern, time of altering starting wheel.																						
			4.2	10																					
			5.5	12																					
			23.4	51																					
			5.8	30.13																					
Distance run with One Ton of Coal.													COAL.												
Under		Description used.	Quality expressed in Nos.	Whether or not Air is admitted at back of Bridges.	Ash, Soot, and Clinker.	Per-centage of Ash and Clinker.	Expenditure.								Remaining on Charge.										
Steam alone.	Steam and Sail.						Laying Fires and raising Steam.	Banking Fires, Waiting Orders, and Air-ing Boilers.	Steam Launch, Pinnace, or Cutter.	Culinary purposes, and warming Ship.	For Distilling.	Auxiliary Boiler, Smith's Forge, &c.	Total each Day,												
Knots.	Knots.				Cwts.		Cwts.	Cwts.	Cwts.	Cwts.	Cwts.	Cwts.	Tons.	Tons.	Cwts.										
3.8	—	Fothergill's, Aberdare.	8	Yes.	45	13	91	30	—	6	14	5	11.3	364	13										

Approved,
H. D. HICKLEY, Captain.R. S. CANNEY,
Chief Engineer.

14.—DESCRIPTION OF PUMPS, PIPES, &c., H.M.S. "VANGUARD."

Devonport Yard,
14th September 1875.

Downton's Pumps, seven in number, viz. :—

No. 1. A 9-inch ditto on the starboard side of lower deck, abreast of fire engine, having the following suction, viz. :—

A bilge suction, terminating above double bottom fore side of 37 bulkhead, under the chain lockers, having a non-return valve (against the aft side of the bulkhead in the boiler room).

A suction through stand pipe to the compartment of double bottom between stations 37 and 67.

A bilge suction, terminating before the double bottom fore side of 25 bulkhead, having a non-return valve against the bulkhead under the carpenter's store room.

Sea suction from the Kingston in the wing under fire engine. Kingston and screw-down valve.

Accessible in seamen's lockers on the main deck, before the battery and abreast of ladderway abaft the capstan.

Bilge suction, terminating above double bottom fore side of frame 67, having a non-return valve against pocket to coal bunkers abaft the boilers.

This pump has a delivery on the lower deck, with a nozzle for attaching a hose for washing decks, or in case of fire.

Also a discharge, which leads under main deck to the nearest scupper on each side of the ship, having stop valves situated fore side of stokers' wash place amidships, and directly over No. 2 pump respectively.

Also a rising main, terminating in a plate on the upper deck abreast of foremast, having two nozzles on each of the main and lower decks for screwing on hoses for fire and wash deck purposes. Stopcock to rising main fitted under main deck, starboard side of foremast.

The discharge and rising main are common to No. 2 pump.

No. 2. A 7-inch ditto on the port side of lower deck forward, abreast of the prisons, having the following suction, viz. :—

A bilge suction, terminating above the double bottom fore side of 37 bulkhead, under the chain lockers, having a non-return valve aft side of 37 bulkhead in the boiler room.

A bilge suction, terminating before the double bottom fore side of 25 bulkhead, having a non-return valve against the bulkhead under the boatswain's store room.

A sea suction from the Kingston in the wing under No. 1 prison, port side. Kingston and screw-down valve, accessible in the seamen's lockers on the main deck, before the battery and abreast of ladderway abaft the capstan.

A bilge suction, terminating above double bottom fore side of 67 frame, having a non-return valve against the pocket to coal bunkers abaft the boilers.

A suction through stand pipe to the compartment of double bottom between stations 25 and 37.

This pump has a delivery on the lower deck, with a nozzle for attaching a hose for washing decks or in case of fire.

Also a discharge, which leads under main deck to the nearest scupper on each side of the ship, having stopcocks situated directly over pump, amidships, and fore side of stokers' wash place respectively.

Also a rising main, which terminates in a plate on the upper deck, port side, before the funnel hatch, having two nozzles on each of main and lower decks for attaching hoses for fire and wash deck purposes.

A branch leads from the rising main, and runs forward under the upper deck to supply the galley with salt water. Stopcock fitted close to the junction of the two pipes.

The discharge and rising main are common to No. 1 pump.

No. 3. A 9-inch ditto port side of lower deck over the engines, having the following suction, viz. :—

A suction, terminating at the main drain, having a non-return valve against the bulkhead in the passage way between the engines and boilers.

A suction through stand pipe to the compartment of double bottom, between stations 67 and 85.

A bilge suction, terminating above the double bottom fore side of station 85, having a non-return valve in the passage between the engines and the boilers.

A bilge suction, terminating above double bottom fore side of 99 bulkhead, having a non-return valve under engine flat, after end of engine room.

A sea suction from the Kingston in the wing port side of the engines. Kingston and screw-down valve accessible on main deck abaft the battery, and abreast of officers' water-closet.

This pump has a delivery on the lower deck, with a nozzle for attaching a hose for washing decks, or in case of fire.

Also a discharge, which leads under main deck to the nearest scupper on each side of the ship, having stopcocks situated port side of engine room, over the pedestal, and outside the engineers' sleeping berth respectively.

Also a rising main, terminating in a plate on the upper deck, 4 feet aft side of battery bulkhead, having two nozzles on each of main and lower decks for fire and wash deck purposes.

The discharge and rising main are common to No. 4 pump.

No. 4. A 7-inch ditto on the starboard side of lower deck over the engines, having the following suction, viz. :—

A bilge suction, terminating above the double bottom fore side of station 85, having a non-return valve in the passage between the engines and boilers.

A suction, terminating at the main drain, having a non-return valve against the bulkhead in the passage between the engines and boilers.

A suction through stand pipe to the compartment of double bottom between stations 85 and 99.

A bilge suction, terminating above the double bottom fore side of 99 bulkhead, having a non-return valve under engine flat, aft side of the engines.

A sea suction from the Kingston in the wing under the engineers' sleeping berth. Kingston and screw-down valve accessible on main deck, abaft the battery, and abreast of warrant officers' mess berth.

This pump has a delivery on the lower deck, with a nozzle for washing decks, or in case of fire.

Also a discharge which leads under main deck to the nearest scupper on each side of the ship, having stopcocks situated outside the engineers' sleeping berth, over the pedestal to No. 3 pump and port side of engine room respectively.

Also a rising main, terminating in a plate on the upper deck, 2 feet fore side of ladderway to engines, having two nozzles on each of main and lower decks for fire and wash deck purposes.

The discharge and rising main are common to No. 3 pump.

No. 5. A 7-inch ditto on the starboard side of lower deck abreast the present use bread room, having the following suction, viz. :—

A suction through stand pipe to the compartment of double bottom between 99 and 117 bulkheads.

A bilge suction, terminating above the double bottom in provision room, having a non-return valve in the provision room.

A sea suction from the Kingston in the wing under the paymaster's slops. Kingston and screw down valve accessible on the main deck abreast of No. 8 cabin.

A bilge suction, terminating above double bottom abaft 117 bulkhead, having a non-return valve against the bulkhead.

A bilge suction, terminating above double bottom in the bread room, having a non-return valve in the bread room.

This pump has a delivery on the lower deck, with a nozzle for screwing on a hose for washing decks, or in case of fire.

Also a discharge which leads under main deck to the nearest scupper on each side of the ship, having stopcocks outside the present use bread room and the chart and chronometer room respectively.

Also a rising main, terminating in a plate on the upper deck before the steering wheel, having two nozzles on each of main and lower decks for fire and wash deck purposes.

FRESH WATER SUPPLY.

No. 6. A 5½-inch ditto on lower deck directly abaft the foremast, having the following suction, viz. :—

A suction terminating port side of ship abreast the pump, for taking fresh water from boats alongside.

A suction terminating with nozzles in the tank hold.

This pump has a delivery on the lower deck, with a nozzle for screwing on a hose.

Also a rising main having a stopcock over the pump which supplies fresh water to all the cisterns to wash basins, drinking tanks, &c., in the ship.

No. 7. A 5½-inch ditto on the port side of lower deck, abreast the chart and chronometer room, having the following suction, viz. :—

Suction from tanks, starboard side.

Suction from tanks, port side.

Suction terminating starboard side abreast the pump for taking fresh water from boats alongside.

This pump has a delivery on the lower deck, with a nozzle for screwing on a hose.

Also a rising main having a stop cock over pump which supplies fresh water to all the cisterns to wash basins, drinking tanks, &c., in the ship.

NOTE.—The rising mains from the two 5½-inch pumps for fresh water are connected together, so that either pump can do the work of filling or pumping out the tanks in the fore and after holds. Stopcock to rising mains accessible starboard side of lower deck abreast of boiler hatch.

FLOODING ARRANGEMENTS.

The Snider magazine is flooded from the Kingston in the wing under the fire engine. Flood cock accessible in seamen's lockers on the main deck before the battery on the starboard side, and abreast of ladderway abaft the capstan. Second or stopcock (locked) accessible in the sick bay on lower deck starboard side before 25 bulkhead.

The port magazine is flooded from the Kingston in the wing abreast of engine room, port side. Flood cock accessible on the main deck abaft the battery abreast of the officers' watercloset. Second or stopcock (locked) accessible port side of lower deck just abaft magazine hatch.

The magazine and shell room on the starboard side are flooded from the Kingston in the wing under the engineers' sleeping berth. Flood cock accessible on main deck abaft the battery abreast of warrant officers' mess. Second or stopcocks (locked) accessible on lower deck just abaft their respective hatches.

The spirit room is flooded from the Kingston in the wing, starboard side, under the paymaster's slops. Flood cock accessible on the main deck abaft the battery abreast of No. 8 cabin. Second or stopcock (locked) accessible on the lower deck before 117 bulkhead.

Double bottom between stations 25 and 37 is flooded by means of a branch from the sea suction to No. 2 pump. Screw down valve accessible on port side of lower deck close abaft 37 bulkhead.

Double bottom between stations 37 and 67 is flooded by means of a branch from the sea suction to No. 1 pump. Screw down valve accessible on the starboard side of lower deck close abaft 37 bulkhead.

Double bottom between stations 67 and 85 is flooded by means of a branch from the sea suction to No. 3 pump. Screw down valve accessible port side of lower deck close abaft the passage through 85 bulkhead.

Double bottom between stations 85 and 99 is flooded by means of a branch from the sea suction to No. 4 pump. Screw down valve accessible on starboard side of lower deck close abaft 85 bulkhead.

Double bottom between stations 99 and 117 is flooded by means of a branch from the sea suction to No. 5 pump. Screw down valve accessible on lower deck, starboard side of hatchway to bread room.

Flood cock to wing under the prisons accessible in the seamen's lockers port side of main deck abreast of ladderway abaft the capstan.

Flood cock to wing under the fire engine accessible in the seamen's lockers starboard side of main deck abreast of ladderway abaft the capstan.

Flood cock to wing part side of engines accessible on the main deck abaft the battery, abreast of officers' water closet.

NOTE.—The remaining wings can be flooded by opening the sluice valves to the different compartments above the fourth longitudinal.

LIFT PUMPS.

The two hand pumps on the upper deck are used for supplying salt water to the seamen's heads. The hose couplings to be used only for washing down the heads. Sea cocks to ditto are accessible in the gunners' store room.

The hand pump in the sick bay on lower deck fills the bath with salt water and empties the same; also fills the cisterns to the waterclosets in the sick bay. It has a suction from the same sea cock as the starboard head pump.

Two hand pumps in the stokers' wash place. One supplies the baths with salt water from the Kingston under the fire engine; the other empties the same.

Two hand pumps in the seamen's wash place. One supplies the baths with salt water from the Kingston in the wing under the prisons; the other discharges the same. Screw down valve accessible port side of main deck in the seamen's lockers abreast of ladderway abaft the capstan.

Two hand pumps in the midshipmen's wash place. One supplies the bath with salt water from the Kingston in the wing under the paymaster's slops; the other discharges the same. Kingston accessible on the main deck abreast of No. 8 cabin.

The hand pump in the engineers' wash place fills the bath with salt water and discharges the same. It has a suction at the Kingston in the wing underneath. Kingston accessible from main deck abaft the battery abreast of the warrant officers' mess.

The hand pump on the lower deck before the mizenmast supplies the cisterns to the captain's and officers' waterclosets with salt water. It has a suction at the Kingston in the wing under the paymaster's slops. Kingston accessible on main deck abreast of No. 8 cabin.

NOTE.—These cisterns can be supplied also from a plate in the upper deck.

The hand pump in the sick berth on the main deck supplies the bath with salt water. It has a suction at the Kingston under the fire engine. Kingston accessible from the seamen's lockers on the main deck and abreast of ladderway abaft the capstan.

SLUICE VALVES, SCREW DOWN VALVES, &c.

Compartment before 25 bulkhead is drained in the following manner. Screw down valves are fitted to each watertight flat so that all the water accumulating on them can be run down to the bilge. The Snider magazine has a screw down valve for a similar purpose. Sluice valves are also fitted to the bulkheads to enable the water from forward to run aft as far as 25 bulkhead. It can then be raised by the bilge suction from No. 1 and 2 pumps.

Valves.	Where situated.	Where accessible.
3" sluice - -	Aft side 3 bulkhead - - - -	Main deck in manger.
5" " - - -	" " 9 " - - - -	" " abreast of sick bay skylight.
3" screw down - {	Watertight flat outside warrant officers' store	{ Lower deck sick bay.
3" " - - -	rooms - - - -	{ Main deck between controllers.
3" " - - -	Snider magazine - - - -	Lower deck fore side of 25 bulkhead.
3" " - - -	On longitudinal port - - - -	{ Fore side 25 bulkhead.
3" " - - -	" " starboard - - - -	

Compartments between stations 25 and 37, 37 and 67, are drained by the bilge suction from No. 1 and 2 pumps. Compartments between stations 67 and 85, 85 and 99, can be drained by the bilge suction from No. 3 and 4 pumps. Two 3-inch outlet cocks for draining magazines rooms are accessible on lower deck directly before 85 bulkhead. There are two sluice valves against the bulkheads which are between the engines and boilers to let out the water under the magazines and shell rooms to the bilges accessible

on main deck abreast of steering wheel 4 feet before 85 bulkhead. Compartments between stations 99 and 117, and abaft 117, are drained by the bilge suction from No. 5 pump. 3-inch screw down valves are fitted to the watertight flats to enable the water accumulating on them to run to the bilges. Sluice valves are also fitted to the bulkheads so that the water from aft can run forward to station 117.

Valves.	Where situated.	Where accessible.
3" screw down	On flat abaft 133 bulkhead	Lower deck right aft.
3" "	" before	" "
3" "	On longitudinal port	" "
3" "	" starboard	} Storeroom aft side of 123 bulkhead.
3" "	Starboard shaft passage	Outside lieutenants' store.
3" "	Port	" captain's
3" "	On flat abaft 117 bulkhead	Amidships on lower deck.
5" sluice	Fore side of 123 bulkhead	Lower deck under cupboards.
3" "	Port wing to shaft passage	" chart room.
3" "	Starboard " "	" present use bread room.

DRAIN PIPE.

This pipe extends on the port side of the keelson in the double bottom from 25 bulkhead to 117 bulkhead, and receives the water accumulating in the wings, and when necessary the water in the compartments before and abaft the double bottom. It can be pumped out by

No. 3 and 4 Downton's pumps; auxiliary engine on lower deck, donkey engine in engine room, and by the ship's engines.

Drain valves are also fitted in the after end of each compartment to allow the water from the inner bottom free access to the drain pipe.

Valves.	Where situated.	Where accessible.
5" sluice	In wing starboard side of boilers	Lower deck abaft stokers' wash place.
5" "	" port	" band instruments.
5" "	" under prisons	Main deck in seamen's lockers.
5" "	" fire engine	Before the battery abreast of capstan.
5" "	" seamen's baths	Main deck before master-at-arms berth.
5" "	" stokers'	" in sick berth.
5" "	abaft 67 bulkhead starboard	} Lower deck abaft 67 bulkhead.
5" "	" port	" "
5" "	abreast of mainmast starboard	} Lower deck abreast of light rooms.
5" "	" port	" "
5" "	before 85 bulkhead starboard	} Lower deck before 85 bulkhead.
5" "	" port	" "
5" "	abreast of engines starboard	Main deck abreast of warrant officers' mess.
5" "	" port	" officers' w.c.
5" "	abaft 99 bulkhead starboard	" outside gun room.
5" "	" port	" carpenters' cabin.
5" "	abaft 105 starboard	" outside paymaster's office.
5" "	" port	" gunner's cabin.
7" "	To drain pipe fore side 25 bulkhead	" abreast fore riding bitt port.
7" "	" aft " 117 "	" in the ward room.
Sluice	Wing to drain pipe port	Lower deck abaft band instruments.
" "	" starboard	" stokers' wash place.
" "	" port	" midshipmen's chest room.
" "	" starboard	" " " bath room.
" "	" port	" "
" "	" starboard	Before 85 bulkhead on lower deck.
Screw down	To drain pipe from spirits	Lower deck abreast mizenmast.

SOUNDING TUBES.

Where situated.	Where accessible.
Aft side of 17 bulkhead	On lower deck in sick berth.
Before 9 bulkhead	Main deck on combing to hatchway between controllers.
Abaft 33 bulkhead	" amidships between deck stoppers.
Before 67 "	" starboard side of hatch to lower battery.
Abaft 99 "	Lower deck abaft 99 bulkhead amidships.
Before 99 "	" before " "
Abaft 107 "	Amidships on lower deck.
Abaft 117 "	Main deck in ward room.
Abaft 133 "	Lower deck amidships.

FIRE ENGINE.

The fire engine situated starboard side of lower dock abaft 37 bulkhead has a suction from a Kingston in the wing under. Also a fire main which leads fore and aft above the lower deck, terminating in plates on the upper deck at the following places, viz:—

Amidships abaft the foremast, having a stopcock outside the starboard sail room, and two firecocks on each of main and lower decks.

Starboard side of funnel hatch, having a stopcock outside the stokers' wash place, and two firecocks under each of upper and main decks.

Amidships abaft battery fore bulkhead, having a stopcock abaft stokers' wash place, and two firecocks under the upper deck.

Amidships abaft the mainmast, having a stopcock under

the main deck abaft the light room, and two firecocks under each of upper and main decks.

Starboard abreast of steering wheel, having a stopcock outside the present use bread room, and two firecocks under each of upper and main decks.

Port side of captain's ladderway, having a stopcock outside the lieutenants' stores, and two firecocks under each of upper and main decks.

Also a fire main terminating on the main deck amidships abaft battery bulkhead, having a stopcock outside the engineers' bath room, and two firecocks under the main deck.

There is also a firecock the fore side of 25 bulkhead in the sick berth starboard side of lower deck.

(Signed) HY. E. DEADMAN,
Foreman of the Yard.

15.—TELEGRAM from ADMIRALTY, 21st September 1875.

From Admiralty, London, to Commander-in-Chief, Devon-port.

Date 21st September 1875.

The following has been received from Commander Tuke, Coast Guard, Malahide, co. Down:—

“The Norwegian timber vessel which is reported to have caused ‘Vanguard’ to deviate from course is now discharging, Northwall, Dublin.”

Forwarded for the information of Lord John Hay, C.B., President, the Members and Deputy Judge Advocate of the Court Martial now assembled on board the “Royal Adelaide” to inquire into the loss of H.M.S. “Vanguard.”

HENRY KEPPEL,
Admiral.

21st September 1875.

16.—STATEMENT of Chief Engineer as to Weight of Coal, Stores, and Span Gear on board—H.M.S. “Vanguard,” at the time of her loss.

Coal (all bunkers full)	-	-	-	495 tons.	Spare gear (stowed in both shaft alleys, }	24 tons.
Engineers' stores (estimated at)	-	-	-	21 „	and after engine room bulk head), about }	

R. BROWN,
C. Engineer, H.M.S. “Vanguard.”

17.—STATEMENT of Mr. C. T. DAWSON, Paymaster, late “Vanguard,” of estimated Quantity and Weight of Provisions, &c., on board at the time of collision.

1st September 1875.

Species.	Quantity.	Weight.	Where stored.
		ton. cwt.	
Biscuit	- lbs.	26,417	Bread room.
Spirits	- galls.	831	Spirit room.
Sugar	- lbs.	4,356	Dry provision room, port side.
Chocolate	- lbs.	2,973	In spirit room.
Tea	- lbs.	581	In spirit room.
Salt pork	- lbs.	7,258	Wet provision room.
Split peas	- lbs.	3,368	Dry provision room, starboard side.
Salt beef	- lbs.	6,986	Wet provision room.
Flour	- lbs.	5,484	Dry provision room, starboard side.
Suet	- lbs.	553	Wet provision room.
Raisins	- lbs.	1,105	On tunnels.
Oatmeal	- lbs.	1,221	Dry provision room, port side.
Mustard	- lbs.	470	On tunnels.
Pepper	- lbs.	219	Do. do.
Vinegar	- galls.	516	Dry provision room, port side.
Lemon juice	- lbs.	145	Do. do. do.
MEDICAL COMFORTS.			
Wine, bottled	-	90 }	{ Spirit room.
Prepared meats	- lbs.	280 }	{ Dry provision room, port side.
Candles	- lbs.	4,949	On tunnels.
Fresh beef and vegetables	- lbs.	{ 529 }	Upper battery.
		{ 287 }	
Total weight		45 15	
Clothing ullages	-	1 10	Slop room, provision room flat.
Bedding sets	-	2 15	Stokers' flat and chest room.
Tobacco	- lbs.	1 5	Dry provision room, starboard side.
Soap	- lbs.	6 10	Do. do. port side.
		12 0	

C. T. DAWSON, Paymaster.

Y.

18.—CAPT. DAWKINS' DEFENCE.

My Lord President and Members of this Honorable Court:

In my opening statement I was anxious to give the court a concise and clear exposition of the circumstances attending the collision of the “Iron Duke” and “Vanguard,” the consequences of that collision to our unfortunate ship, the unavailing measures taken for saving her, and the merciful preservation of her officers and crew, to whose courage, discipline, and devotion I paid just tribute.

Since then the court has most carefully inquired into all the details anterior to the collision, at the moment of impact, and what was done subsequently. I do not presume to anticipate the opinion of the court as to

the seamanship and judgment evinced on board the “Vanguard,” or as to the general internal economy of the ship, as disclosed by their exhaustive inquiry into it; but I do feel encouraged by, and thankful for, the conviction that there was no dereliction of duty on our part; no endeavour spared in vigilance, caution, and such skill as we possessed, to preserve our ship in safety; no want of that discipline, endurance, and self-devotion which was due from us to our Queen and country in time of danger; and above all we desire to express our gratitude to God for his merciful preservation of us, one and all.

The case is, as I apprehend, this:—

The squadron was formed into two columns line ahead; Vice-Admiral Sir Walter Tarleton, who commanded the

squadron, leading the starboard column, composed of the "Warrior" and "Hector;" I, the port column, consisting of "Vanguard" and "Iron Duke." By adopting the rectangular mode of performing this evolution, we, the port column, were left at the termination of the manœuvre not quite abreast our respective opposite ships in the starboard column, but slightly astern of our stations, and it was our duty, as soon as possible, to obtain our proper positions. To this end the "Vanguard" and "Iron Duke" increased speed to 8 knots and upwards, which, as the speed of the Admiral's column was 7 knots, would obviously have put us in our station very shortly.

While thus occupied a fog came on—a sudden, dense, impenetrable fog—and I was very properly sent for by Lieutenant Hathorn, my able officer of the watch, with a message that he did not consider we were quite in station.

Lieutenant Hathorn relieved the deck at 30 minutes past noon, and the ship was then three cables, or rather less than one third of a mile, from being abreast the "Warrior;" but as the "Vanguard" was going, at the very least, one mile an hour (as the evidence has shown) more than the Admiral's flag ship, she could not have been many yards short of her prescribed position when I went on deck at 12.40. Therefore, I trust the statement I made in my evidence that I believed the ship on my arrival on deck to be nearly in her station, will commend itself to the judgment of the court. It is to be borne in mind that we had been given a course to steer which was immutable—that course was S. $\frac{1}{2}$ E. Our bounden duty in every ship in the squadron was to steer that course, no other, and before the fog set in (as the evidence has shown) the "Iron Duke" was following in our wake, three cables astern, or one cable more than the regulations enjoin for close order, but she was steering our course precisely.

We are now in the fog.

I at once, owing to long-standing and strong feelings on the subject, am dissatisfied to rush through the water in a dense fog at a speed of 8 knots, and prepare as leader of my column, and in the absence of instructions from the Admiral by signal or preconcert, to act according to my own judgment, which, as I shall presently show, was precisely what I was relied on to do.

I therefore made the signal, and I contend (subject to the better judgment of the Court) it was a sufficient signal to my follower the "Iron Duke" to slacken speed. I believe now there was a better signal, but it was not known off-hand by my lieutenant and his signalman, and was not used.

Still the signal I adopted (namely, sounding the pendants with the steam whistle on Morse's principle of long and short pauses, followed by a prolonged scream or shriek), was made and repeated three or four times, but without any response from the "Iron Duke," from the fact, as we now know, that her steam whistle could not be used, and at 12.43 I ordered speed to be reduced to 6, then to 5 knots, but it was never actually lowered beyond 6 knots.

Six minutes only, or thereabouts, have elapsed since I came on deck on account of the fog. The whistle is beseeching an answer from the "Iron Duke." We hear the Admiral on the starboard bow making his pendants; the speed of "Vanguard" is being reduced gradually, extra "look-outs" are placed; "keep a sharp look-out" is ordered by the officer of the watch, repeated by the signalman to his staff—eyes are strained through the fog; and now comes the cry from the starboard bow "Ship right ahead,"—"Stop her," I exclaim, and rush forward to the forecastle, hearing simultaneously the correct order from Lieutenant Hathorn, "Hard a-starboard with the helm." On arrival on the forecastle I discover a ship for an instant, and she is gone past. Most providentially for her our speed had been reduced. To get my ship under the greatest possible command in the event of necessity, from the proximity of the strange ship, which, however, I felt convinced was now clear of our progress forward, I gave the order "Full speed ahead," and in doing so, with my face aft, discovered a ship coming straight on to us on the port beam, and a few seconds afterwards the "Vanguard," whose helm had already been reversed from starboard to port, received her fatal stab from the "Iron Duke," whose silence had induced the belief that she was far astern in the fog, out of hearing and out of danger to me, and who, had she come up in our wake in the course ordered, and from which we had only turned a moment before in a slight degree, that is $1\frac{1}{4}$ point to avoid the strange vessel with which we had been confronted (and which turning from our course absolutely made the way clearer for her), she could not have fouled us, as is admitted by Captain Hickey in his evidence, for a few spokes of her helm on either side would have cleared us easily.

The idea that the reduction of the speed in the "Van-

guard" caused, or contributed to, the collision, cannot, I feel sure, be entertained, for the difference in our position at the moment of collision consequent on the reduction of speed from 8 to 6 knots for seven minutes, (the mean speed of which would be 7 knots,) would be a little over one cable, and as the "Iron Duke" was three cables astern when last seen, she ought to have been nearly two cables off, and right astern, when she struck us abait the port beam. How, therefore, the "Iron Duke" came to be in such an unexpected quarter is a matter better left to the decision of the Court, and I gladly abstain from any comment on it.

Proof enough has been given, I think, in the course of this trial and inquiry, of the danger to ships ahead of going 8 knots in such a fog as we encountered, by the fact that the "Iron Duke" saw the "Vanguard" a quarter of a cable ahead of her at an angle of 45 degrees, and yet was unable to avoid the collision which sent the "Vanguard" to the bottom. And I deduct fairly from this, that I must inevitably have destroyed the vessel reported ahead of me, if I had not providentially reduced my speed.

Nothing is more deceptive, as all mariners know, than the appearance of the atmosphere just before a fog. In this case we have the fact that we could see the "Warrior," distant, at the very outside, one mile on our starboard bow, at 12.30. We have the testimony of the "Vanguard's" mastheadman, that at or about the same time he could discern a barque 7 or 8 miles on our port bow. The general character of this man's evidence is, however, so worthless, as regards positions and distances, that I feel sure I may, with the concurrence of the Court, eliminate all of it but the single statement that he did see the vessel somewhere ahead a few minutes before the fog came on; and I may also safely assume that she was nothing like so far from us as he, from his want of experience of fogs, and of judging distances, was led to suppose.

Therefore I submit, that, knowing as all sailors do, that one enters a fog as through an opaque wall—that all before him is shrouded in a "darkness that may be felt"—enveloping, for all he knows, close to him emigrant ships, passage steamers, flotillas of fishing boats, and other craft, he would well deserve the censure of the world if, by using immoderate speed, he should come into collision with any such vessels, and so cause loss of life and property.

This, then, was my position on entering the fog on the 1st September, as dense a fog as I have ever seen in any part of the world; and I cannot believe that I shall be held to have been wrong in reducing my speed. As I have before explained, my consort vessel was directly astern of me with no ship behind her (that is, she should have been, and I had no doubt whatever in my mind on this point), the safest position for her, and for me, no matter what speed she or I was going, and which gave her every possible opportunity of avoiding me. Thus I calculated that I had the minimum danger astern, as against completely unknown and possibly fearful danger ahead.

I am proud to find from the evidence of Vice-Admiral Sir Walter Tarleton, that he considered it safer, on the fog so suddenly coming on, "to leave the handling of the port column to my discretion as leader, he having every confidence in me," and I fairly infer from this, that he relied on my being properly mindful of the welfare of those who "pass the seas on their lawful occasions," engaged in commerce, the fisheries, and so forth; and it is not to be lost sight of that I was, at the moment when I reduced my speed, in the direct highway to and from the port of Dublin.

I consider that unless I am in pursuit of an enemy, carrying important despatches in war time, counteracting a dangerous tide or current, or other equally urgent circumstances, or obeying an imperative, direct, unmistakable order from my superior officer, including the contingency of thick weather, I should not allow my speed to exceed 3 or 4 knots; and unquestionably, as soon as I had examined the signal book, and satisfied myself of the accuracy of the opinion of my lieutenant and signalman, or rather that I had found the correct signal and made it, or done my best to make it, to the "Iron Duke," I should have reduced my speed to 4 knots or less, agreeably to section 7 of the fog signal book, which enjoins that "the speed of the fleet, except under urgent circumstances, is not to exceed 3 or 4 knots in a fog." But it is important to bear in mind always that my speed was actually never reduced below 6 knots. This is supported also by the evidence that during the actual collision we carried the "Iron Duke's" head bodily forward with us, so that she swung in the same direction as ourselves.

I cannot but feel that the question how far I intimated my reduction of speed is an important one. I submit, however, that I clearly made it known to the "Iron Duke"

by the warning full blast of my steam whistle, and by sounding my pendants.

Even if it be held that this was not sufficiently intelligible, it cannot but be admitted that it was a very unmistakable cautionary signal, and should have excited the gravest attention and precaution on the part of those to whom it was addressed, by which I mean that I should have been approached at a "dead slow" speed.

I have shown that I was informed by the proper officers of my ship that this was the right and only signal to make, and had I not been hampered almost instantly afterwards by a vessel under my bows, I should have verified their opinion by reference to the regulations.

When it is considered how much the captain of a first-rate man-of-war has to keep in his mind, how rapidly everything connected with the structure of ships, their armaments, machinery, drills, and even the signals themselves, is altered and amended in these days, it can hardly be wondered at that I should have asked the opinion of those appointed to assist me, as to what was the right signal for this or that proceeding, and that for the moment I should rely on their opinion.

As regards the point that the signal should have been answered before I commenced to act upon it, I submit that hearing nothing whatever of my consort the "Iron Duke," although I signalled to her three or four times, indeed almost continuously, I was not called upon to wait longer (for it was reasonable to suppose from her silence that she had dropped astern in my wake, where she was last seen, out of hearing, and that I had nothing to fear from her), but was bound to slacken the speed at which I was ploughing my dangerous and destructive ram through the water in a fog.

Happily, indeed, for my peace of mind, and other obvious reasons, I did so, for there can be no doubt that had I continued my speed of 8 knots, I must inevitably have destroyed the strange vessel under my bows, and should have found myself by this time before a tribunal of another description.

The court will appreciate and understand the distress of myself, my officers, and ship's company at the loss of our magnificent ship, in which we took so much pride, and in which so many endeavours had been made by one and all to maintain her character in the fleet for efficiency and happiness.

We are justly summoned before this tribunal to give the fullest account of the loss of the valuable property committed to our care, and which is no longer forthcoming; but we do believe that this honorable court will acquit us of all blame in the matter of the collision, and give us credit for every possible attempt to preserve our noble ship after the injury she sustained by misadventure at the hands of her consort vessel.

I have been most desirous to confine my explanations and remarks exclusively to such transactions as took place on board my own ship only, feeling that comments on the actions and conduct of those belonging to the "Iron Duke," as far as could be avoided with justice to ourselves, should be refrained from, and belong to the province of this honorable court only; and notwithstanding the heavy misfortune we have experienced in losing our ship, I am gratified beyond measure to observe that there has been no interruption whatever of the friendly feeling which existed before the accident between the officers and ships' companies of the two ships, and which, in the case of the captains, has extended over a quarter of a century.

This concludes my defence to the first part of the trial, namely, up to the moment of collision; and I now apply myself to justify the conduct of myself, my officers, and ship's company, from the collision to the abandonment of the ship.

It is known to the court that from the moment of the collision to the actual foundering of the "Vanguard" was 1 hour and 10 minutes, which must, from the evidence, be distributed as follows, viz. :—

From collision to order for crew to take to boats.	} 40 minutes.
From collision to captain quitting the ship.	

From collision to actual foundering	- 70 minutes.
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So that there were 40 minutes only of working time to save the ship, if possible, and ensure the safety of her crew; the last 20 minutes of which was a very critical period, and was time I could not rely on from one moment to another. This is a very important consideration to bear in mind, for if I had been able to rely on the whole of the 40 precious minutes which events proved were available, the time was little enough for any great engineering or carpentering work to stop the leak, or to devise and carry out any plan for saving the ship beyond what was done, but each minute after the first ten or so intensified my anxieties and respon-

sibilities an hundredfold, and I knew not the moment at which our labours might terminate perhaps for ever.

The thoughts which presented themselves to my mind the moment after the collision were :—

Firstly. What injury have we received?

Secondly. What injury has "Iron Duke" sustained? as from opinions expressed as to the effect on both ships on ramming, it appeared to me quite probable that the "Iron Duke" would receive very serious injury.

Thirdly. We are in a fog.

Fourthly. "Iron Duke" has dropped out of sight.

Fifthly. Will her injuries admit of her returning to us?

My first order was to close all watertight doors and spaces, which, I did not doubt from my confidence in the arrangements of the ship in this respect, would confine leakage resulting from the collision to the compartment in which the injury was situated, and I felt satisfied we could then deal with it afterwards without difficulty and with complete success.

Simultaneously with this order was the "Pipe away all boats' crews," so that we might be ready, should our injuries be more serious than I anticipated, and we should be left to our own resources; for I reflected that much was not known as to the consequences to the ship which rammed another under such circumstances, and the "Iron Duke" might not only be unable to come to our assistance, but might even require help from us. Besides I had to bear in mind that the boats of the "Vanguard" were difficult to get out, and that while the engineers and carpenters were closing the watertight doors, lowering ports, screwing in scuttles, and preparing pumps, it was economy of valuable time to keep the strength of men I had on deck getting the purchases ready for hoisting the boats out, and otherwise preparing them for sea, especially as I was shorthanded in complement and had a young crew.

I was quite aware that during this time a vast quantity of water was coming into the engine room, but I felt sure it would not escape from there, and that we should soon subdue it when the engineers and carpenters had finished the work on which they were engaged, and which I calculated should not occupy more than four or five minutes, and I had no apprehension whatever that we should be unable to prevent the water from escaping, except a very trifling leakage into the stokehole (or boiler room), and provision-room flat.

Five minutes or so have now elapsed, and the chief engineer reports to me that the watertight doors are closed, but that nevertheless the ship is sinking, that notwithstanding the communications between the engine and boiler rooms have been cut off, the water in the boiler room still continues to rise. I find also from his report that the steam-engine pump on which I had so much relied cannot be used, and the matter now assumes a very serious aspect to my mind.

I therefore directed the winch pumps to be worked as soon as possible, and minute guns to be fired.

About this time (some 10 minutes after the collision) the "Iron Duke" appears through the fog, distant about 50 yards; her quarter boats are sent, and she remains by us. The sick are at once transferred to her.

About 10 minutes later I hail one of her boats in the hearing of Commander Tandy and Mr. Brown the chief engineer, to ask Captain Hickley if he can take us in tow, and as this work would be entirely for his action and management, I apply myself to the many matters requiring my urgent attention inside my ship. The court will bear in mind that I had no power whatever of moving the "Vanguard" now, for we had no steam; she was waterlogged and unmanageable. I received no reply to my message, nor was any action taken as regards towing the ship into shallower water.

Report after report is now made to me of the rapidity with which the water is rising in the ship, and of the equally rapid rate at which the ship herself is settling down into the water.

Two of the most powerful hand pumps in the ship, the 9-inch and 7-inch, are now at work; this is about 20 minutes after the collision; others are being got ready. The boat accommodation being quite sufficient to save all my crew, and the ship still settling down, I send such men as I can spare to the "Iron Duke."

My principal officers now formally acquaint me (viz. at 1.20 p.m., or half an hour after the collision), that the time has arrived in their opinion for abandoning the ship to her fate, and saving the lives of her crew. The launch of the "Iron Duke" came alongside at this moment.

To understand the grounds on which Commander Tandy, navigating Lieutenant Thomas, Commander Young, and others made this representation, I need not point out to the court that at this time the engine-room compartment

was full of water up to the main deck combings. The main deck ports were nearly down to the water's edge, therefore the level of the water outside was considerably above the engine-room hatch, and there was now nothing to prevent the water spreading all over the ship, which it had actually begun to do before the "Vanguard" was abandoned.

The water in the boiler room stood at 11 feet, the whole height being 16 feet. In a few minutes the water must run over the combings of the engine-room hatchway, and then another large compartment, viz., the provision rooms, must be speedily filled. These latter rooms already contain a considerable quantity of water from damage done by the collision, (as we now know to the bulkhead No. 99, which separates them from the engine room).

It is perfectly clear that the watertight appliances for confining the leakage to the immediate neighbourhood of its rise completely failed in this case, but the evidence of Mr. Moore, the chief constructor of Devonport Yard, as well as that of my intelligent and able chief engineer, fully explains the cause of this failure.

No doubt the ship was so greatly disorganised by the force of the collision, that the watertight bulkheads were disturbed, and other structural contrivances gave way, rivets were started, and that the mischief done was far beyond any pumping power we possessed.

I could not now enter into nice calculations as to the power of flotation of my ship, and I therefore acquiesced in the opinion of my officers, and called away all hands to the boats. This order was in process of being obeyed about 1.25 or 26, when Mr. Brown the chief engineer, deceived by some slight pause in the rising of the water in the engine-room hatchway, (probably arising from the

water in the ship having found some new channel,) suggested that we should make one more effort. This suggestion was well and honestly meant, and it was met in a similar spirit. The men returned to the pumps, as men should do their duty, but I recalled them almost immediately, for there was no longer any doubt that the moments for the "Vanguard" to be floating were numbered, and I must save my men from any further peril without delay. From first to last I feel sure the court will consider there was no opportunity of attempting to shore up the leak from inside, even had we had abundance of carpenters and material, or of getting anything over the side to stop the leak.

In conclusion, it is due to myself, my officers, and ship's company, to state that on my ordering the crew a second time to the pumps, on the suggestion of the chief engineer, I was acting entirely against the advice of the principal officers, except the chief engineer, which had been given to me shortly before, but this advice was not repeated at this moment, for we all felt it was our duty to go down with the ship rather than the smallest shadow of a reflection should ever be thrown on our conduct or efforts to save our noble ship.

We now leave the case in the hands of this honorable court, with complete confidence that we shall be held to have acted judiciously before the accident and becomingly afterwards.

RICHD. DAWKINS,
Captain.

J. C. THOMAS,
Navigating Lieutenant.
WM. C. S. HATHORN,
Lieutenant.

28th September 1875.

Admiralty Minute, dated 12th October 1875.

The Lords Commissioners of the Admiralty have had under review the minutes of proceedings at a court-martial assembled by their order of the 7th September last to inquire into the cause of the loss of H.M. Ship "Vanguard," and to try Captain Richard Dawkins, and the officers and ship's company of that ship, under the 91st and 92nd sections of the Naval Discipline Act, 1866.

The evidence adduced at the trial was, as regards the conduct of all persons concerned, so complete and exhaustive that their Lordships deem it unnecessary to order any further inquiry with a view to fix responsibility upon anybody for the loss of the ship.

The Court was of opinion that the loss was occasioned by H.M.S. "Iron Duke" coming into collision with the "Vanguard" off the Kish Bank in the Irish Channel, at about fifty minutes past noon on the 1st of September instant, from the effects of which she eventually foundered, and that such collision was caused,—

1st. By the high rate of speed at which the squadron (of which those vessels formed a part) was proceeding whilst in a fog.

2nd. By Captain Dawkins, when leader of his division, leaving the deck of his ship before the evolution which was being performed was completed, especially as there were indications of foggy weather at the time.

3d. By the unnecessary reduction of speed of H.M.S. "Vanguard" without a signal from the Vice-Admiral in command of the squadron, and without H.M.S. "Vanguard" making the proper signal to H.M.S. "Iron Duke."

4th. By the increase of speed of H.M.S. "Iron Duke" during a dense fog, the speed being already high.

5th. By H.M.S. "Iron Duke" improperly sheering out of line.

6th. By the want of any fog signal on the part of H.M.S. "Iron Duke."

Their Lordships consider that the first cause assigned by the Court did not in any way contribute to the disaster.

That the Vice-Admiral in command was, under the circumstances of the case, justified in continuing the rate of speed ordered until the time when he made the signal to reduce it, but that the Vice-Admiral was wrong in the view he put before the Court that it was within the discretion of the leaders of divisions to act with regard to speed in a fog independently of, and contrary to, the orders given by him. Their Lordships cannot point out too strongly the imperative duty that attaches to every officer in command of a squadron to keep his ships together in their assigned stations in readiness to execute his orders, and the opinion expressed by the Vice-Admiral in his evidence that the Captains of the ships in his squadron would have been justified, in parting company during a fog without orders from him, is one which their Lordships cannot approve.

They also consider that the signal made by the Vice-Admiral on the day of the disaster for the alteration of formation from "single column" to "columns of divisions line ahead," though not contributing to that disaster, was not the best signal to make, but that the signal 017 in the general signal book would have been preferable, as it would have caused the evolution to have been performed in the least time and space, and have kept the squadron throughout under his control.

Their Lordships are of opinion that the loss of the "Vanguard" was mainly owing :— first, to the reduction of speed of that ship ; and, secondly, to the improper sheering out of line and quitting station by H.M.S. "Iron Duke," by the order of Lieutenant Evans, officer of the watch.

Their Lordships attach no blame to Captain Hickley, of H.M.S. "Iron Duke," in respect of the speed of his ship at the time of collision, it being his duty to regain his station, and he being warranted in supposing that H.M.S. "Vanguard" was maintaining the speed at which she was going when she was last in sight.

Their Lordships are pleased to approve the several sentences passed upon Captain Dawkins and certain officers of the "Vanguard," and they order Lieutenant Evans to be dismissed from H.M.S. "Iron Duke."

While deploring the misfortune which has befallen Her Majesty's service by the foundering of the "Vanguard," their Lordships wish to record their heartfelt satisfaction that no lives were lost on the occasion, and they notice with approbation the promptitude with which the boats of the "Iron Duke" were lowered and ready for service immediately after the collision.

LONDON:

Printed by GEORGE E. EYRE and WILLIAM SPOTTISWOODE,
Printers to the Queen's most Excellent Majesty.
For Her Majesty's Stationery Office.

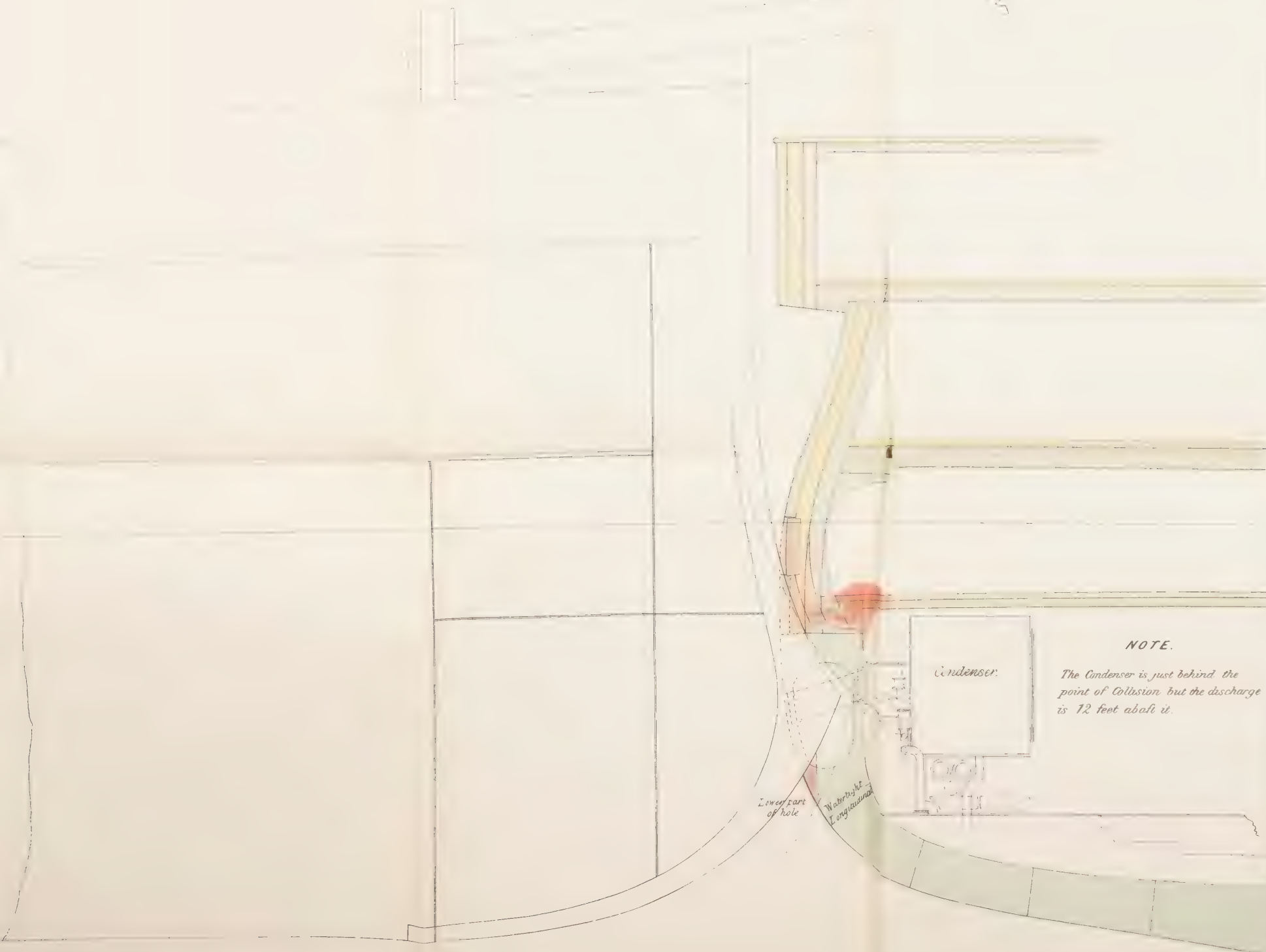
Devonport Yard,
14th September, 1875.

"VANGUARD."—Diagram showing the position of the prow of the "Iron Duke" penetrating the bottom of the "Vanguard." Prepared from the statements contained in the communications from Mr. Row (Foreman of the Yard), of the 10th, and Captain Batt, of the 11th instants.

Prepared in accordance with the Admiral Superintendent's directions of this day.

Chief Constructor

Scale $\frac{1}{4}$ inch = one foot.






NOTE.

The Condenser is just behind the point of Collision but the discharge is 12 feet abaft it.

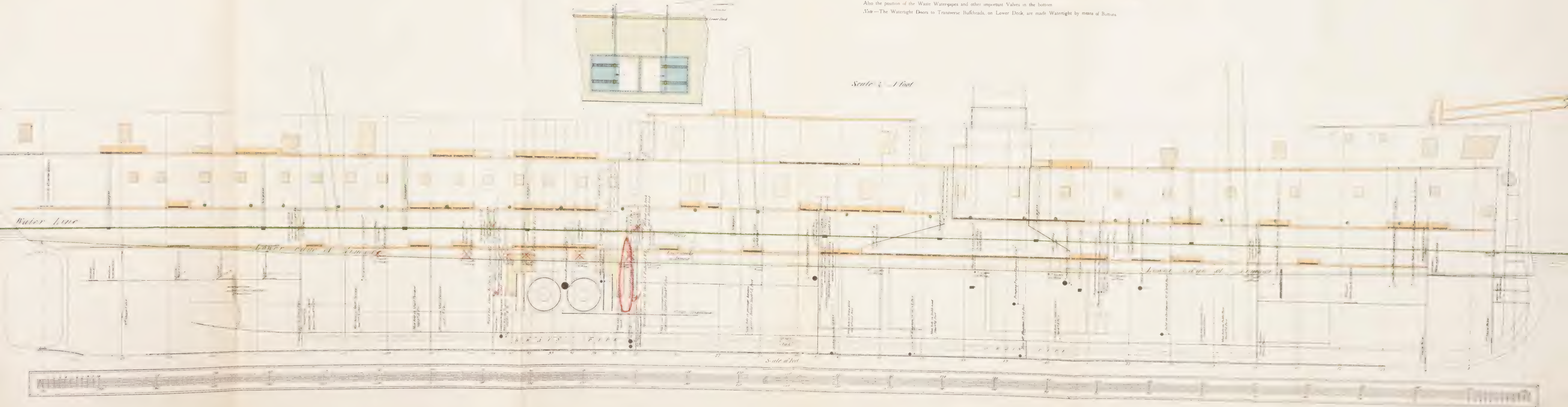
Decking Yard
14 September 1872

Transverse Bulkheads in Watertight Spaces

VANGUARD.—Profile showing, marked thus , the Watertight Doors & or Covers to Watertight Spaces which would require closing in event of any part of the space between 99 and 85 Stations being broken into by a collision. Also marked thus , in addition to the former, should 99 Bulkhead be itself damaged the Watertight Scuttles in Wings, & in Nos. marked thus , and Man Holes to Double Bottom being assumed closed.

Also the position of the Waste Waterpipes and other important Valves in the bottom.
Note.—The Watertight Doors to Transverse Bulkheads, on Lower Deck, are made Watertight by means of Buttons.

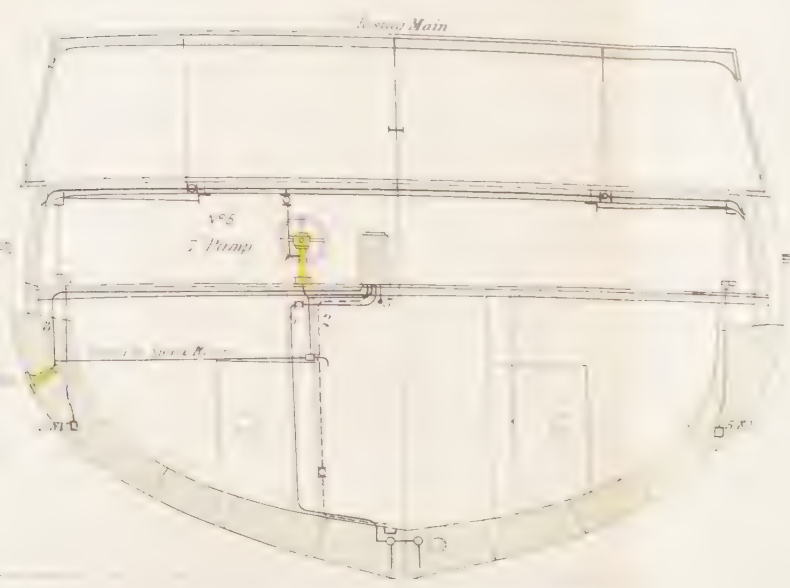
Scale 1/4" = 1 foot



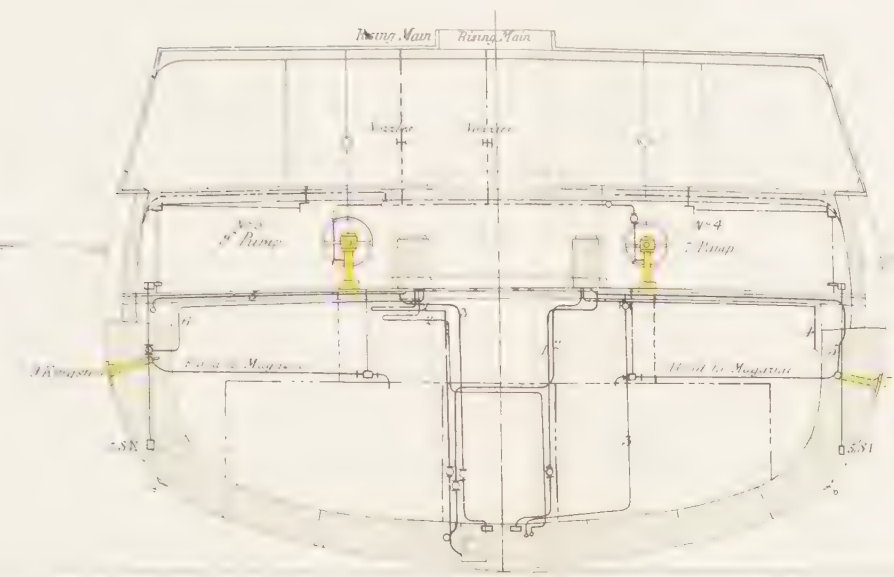
"VANGUARD."—Arrangement of Downton's Pump for pumping out and flooding the
several compartments above and between the Inner and Outer Bottoms.

[Signature]
Chief Constructor

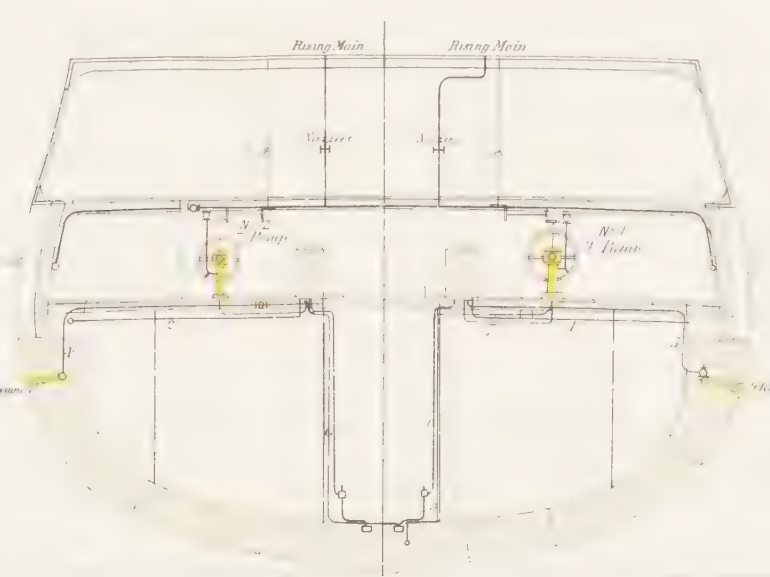
Frame 105 looking Aft



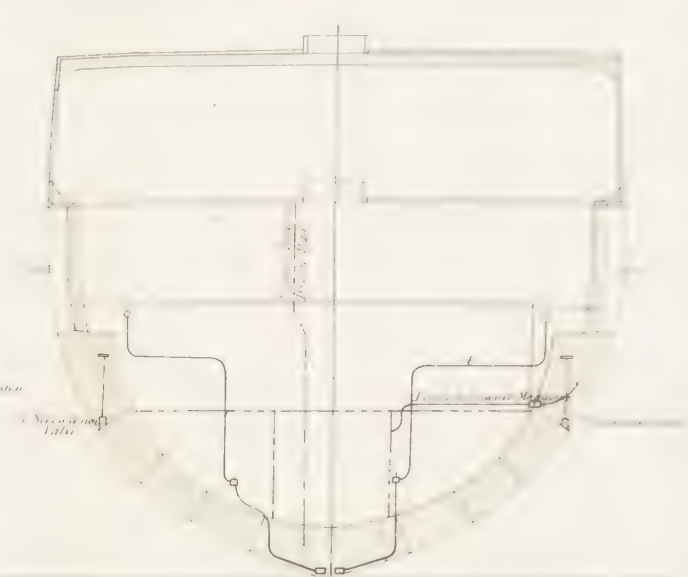
Frame 91 looking for^d



Frame 41 looking for^d



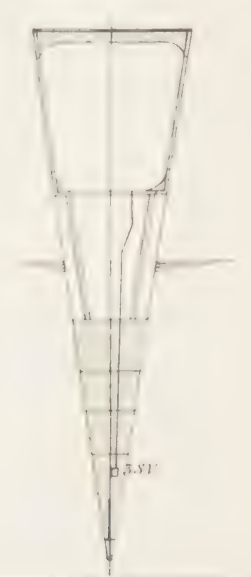
Frame 25 looking for^d



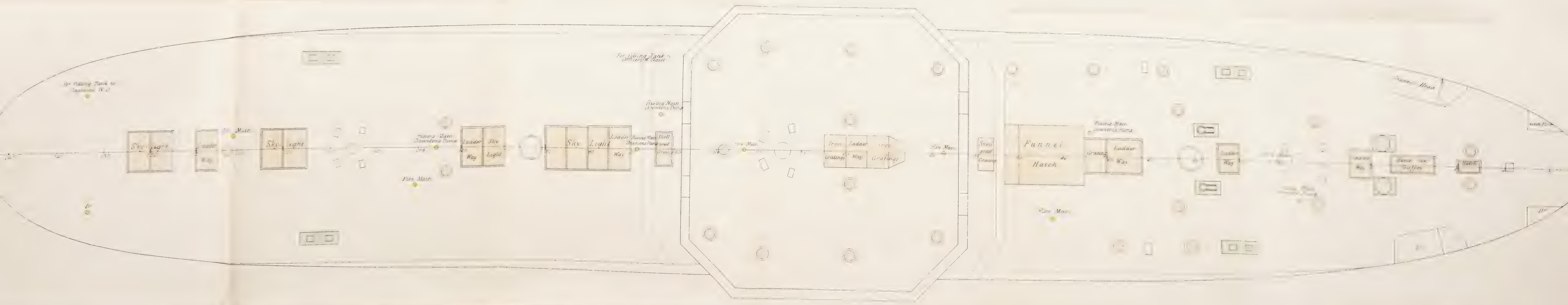
Frame 9 looking for^d



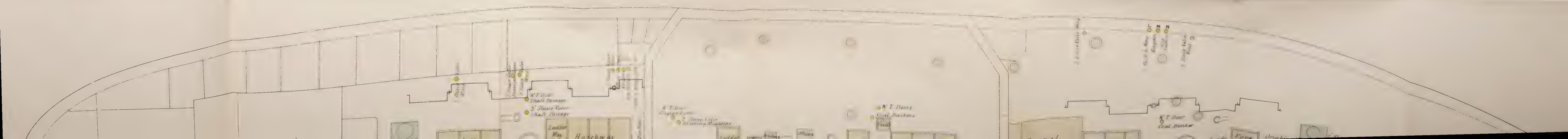
Frame 3 looking for^d



PLAN OF UPPER DECK.



PLAN OF MAIN DECK.

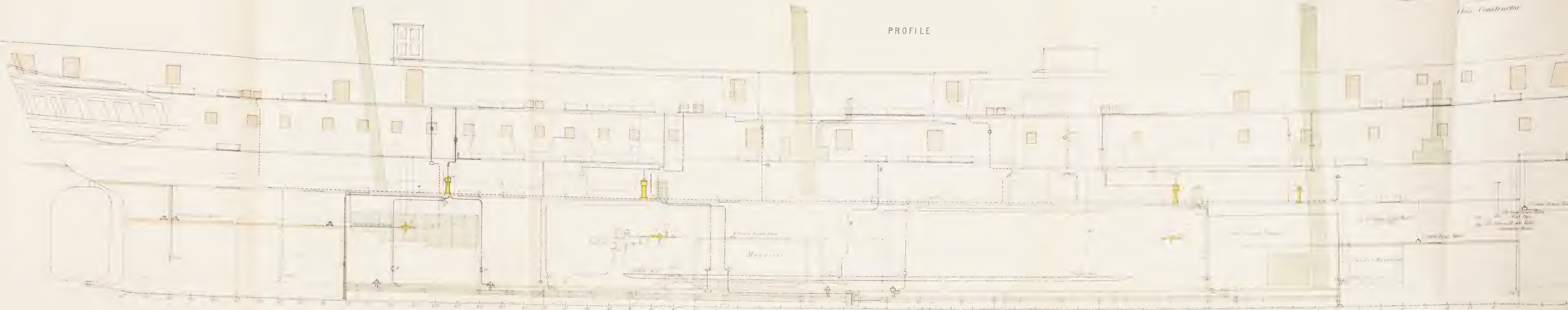


Scale 1/8" to One Foot.

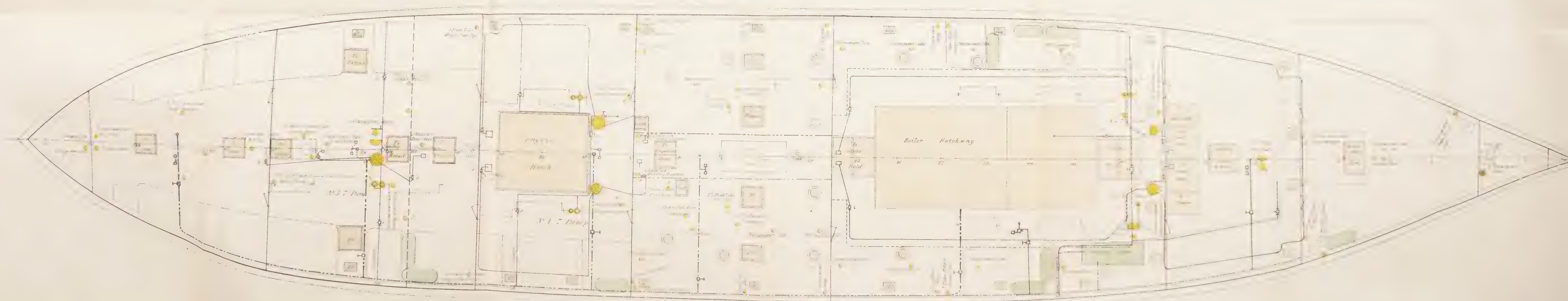
several compartments above and between the Inner and Outer Bottoms.

Chief Constructor

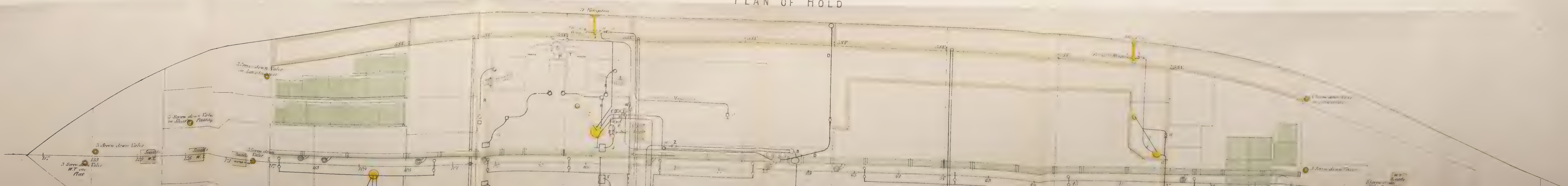
PROFILE



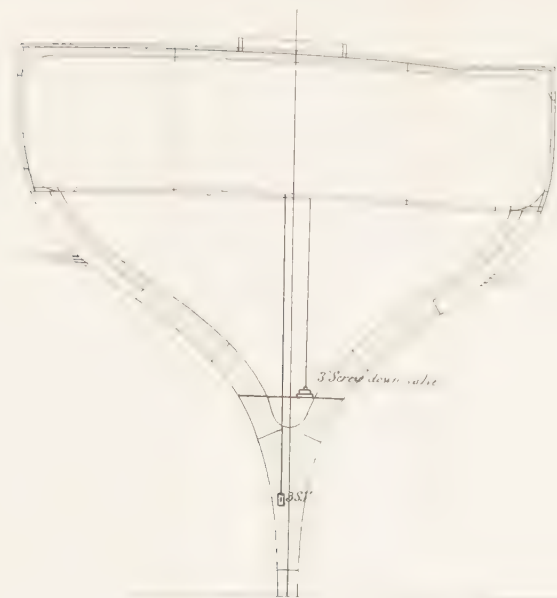
PLAN OF LOWER DECK



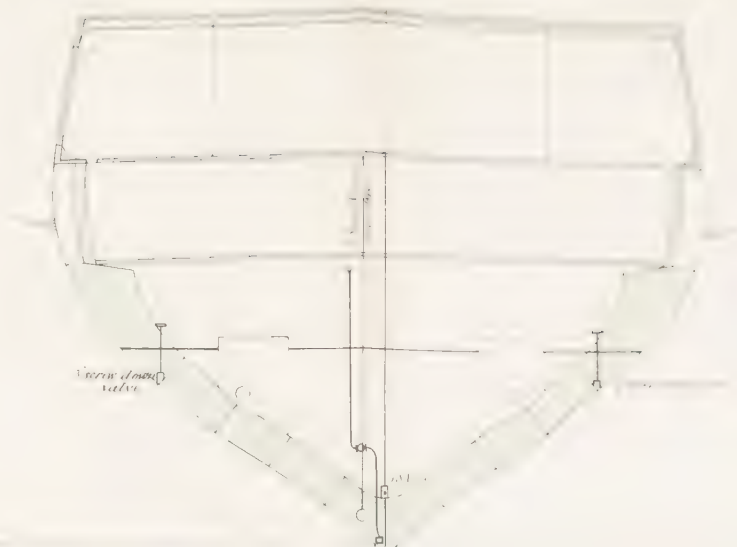
PLAN OF HOLD



Frame 133 looking Aft



Frame 117 looking forward



No. 3.

9" Pump.

1. Suction to Drain Pipe, *g* non-return valve.
2. { Suction through stand pipes to Double Bottom between Bulkheads 67 and 85 which pipe is also connected with Sea Suction for filling same compartment.
3. Suction above Double Bottom fore-side Bulkhead 85, *r* non-return valve.
4. Spare.
5. Suction above Double Bottom fore-side Bulkhead 99, *s* non-return valve.
6. Sea Suction *v*, Kingston *w*, Screw down valve.
7. Pump Pipe.
- v w x*, Stop Cocks to discharge pipes.

No. 4.

7" Pump.

1. Suction above Double Bottom fore-side Bulkhead 85, *y* non-return valve.
2. Suction to Drain Pipe, *z* non-return valve.
3. { Suction through stand pipes to Double Bottom between Bulkheads 85 and 99, which pipe is also connected with Sea Suction for filling same compartment.
4. Suction above Double Bottom fore-side Bulkhead 99, *A* non-return valve.
5. Sea Suction. *B*, Kingston. *C*, Screw down valve.
6. Spare.
7. Pump pipe.
- x w v*, Stop Cocks to discharge pipes.

No. 5.

7" Pump.

1. { Suction through stand pipes to Double Bottom between Bulkheads 99 and 117 which pipe is also connected with Sea Suction for filling same compartment.
2. Suction above Double Bottom in Provision Room, *D* non-return valve.
3. Sea Suction. *E*, Kingston. *F*, Screw down valve.
4. Suction abaft Double Bottom aft-side Bulkhead 117, *G* non-return valve.
5. Suction above Double Bottom in Bread Room, *H* non-return valve.
6. Spare.
7. Pump pipe.
- I, K*, Stop Cocks to discharge pipes.

FLOODING VALVES.

L M, Flood valves Snider Magazine

N O	..	..	Port	..
P Q	..	..	Starboard	..
V R	..	..	Shell Room	
S T	..	..	Spirit Room	
U	..	..	Double Bottom between 25 & 37	
V	..	..	.. ..	37 & 67
W	..	..	.. ..	67 & 85
X	..	..	.. ..	85 & 99
Y	..	..	.. ..	99 & 117
Z	..	..	to Wing Port side from Kingston to No. 2 Pump	
a'	..	..	Starboard	.. 1 ..

五

SCALING, $\lambda = 10^{-1}$ TO 10^0

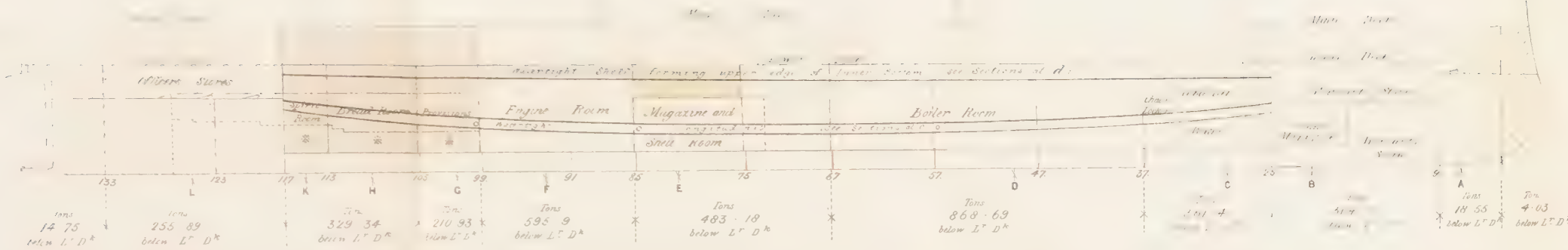
Section at 29

9' Shell filled, common
9' " " " ready use
9' Palliser
9' " " ready use
4' " "
" " ready use
" "

vingt-neuf francs. (Page 250.)

"VANGUARD."—Sketch, showing the arrangement of Watertight Compartments, Sluice Valves, &c.

PROFILE.



NOTE.—The figures shown between the several Bulkheads are the number of Tons of Water which each of those Compartments would contain to the height of Lower Deck, approximations having been made for deductions on account of Stores, &c.

Scale $\frac{1}{10}$ " = one foot.

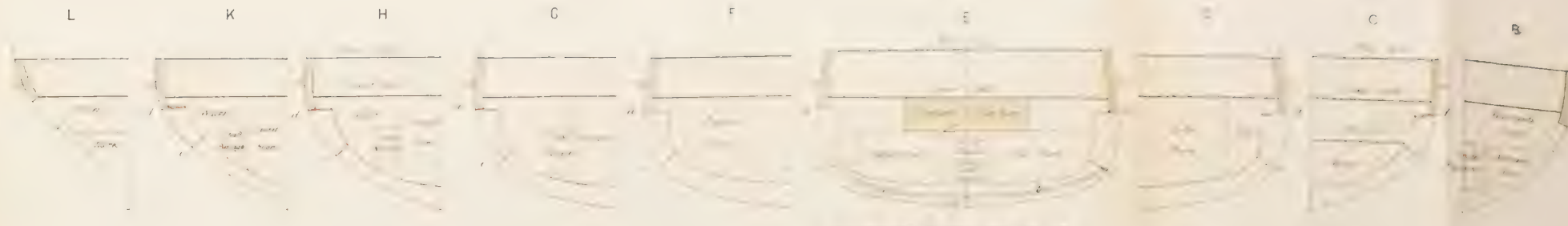
PLAN OF HOLD.



PLAN OF LOWER DECK.



SECTIONS.



REFERENCES.

- * These compartments are watertight only as high as the Lower Deck.
- Compartment between the inner and outer bottoms are shown in Red in the Profile and Plan of Hold.
- The Space between the two bottoms is divided by transverse watertight frames as shown in Red at Stations 37, 47, 57, 67, 75, 85, 91, 99, and 105; and is divided longitudinally by the watertight keel and by a watertight longitudinal on each side marked C in the sections. It is closed at the upper part by a watertight shelf plate marked d in the sections.
- Black lines represent watertight divisions in the interior of the ship.
- Valve for draining the Watertight Longitudinal.
- + Sluice Valve in Wing Passage.
- + Sluice Valve in Watertight athwartship Bulkhead.
- S 2 V Screw down Valve.
- W T Watertight.

An Account of the Weight of Water contained in the several Watertight Compartments.			
Tons in each Compartment with approximate deduction for Stores, &c.			
		Below Lower Deck.	Between Lower and Main Decks.
Before	No. 3 Bulkhead	1.03	2.56
Between Nos. 3 & 5	..	18.55	18.1
..	9 & 23	304.7	217.28
..	25 & 37	361.4	192.06
..	37 & 67	868.69	590.63
..	67 & 85	483.18	346.5
..	85 & 99	595.9	264.34
..	99 & 105	210.93	—
..	105 & 107	329.34	—
..	99 & 117	—	314.96
..	117 & 133	255.89	—
			855.23
			255.89

Nº 5.

"VANGUARD." - Plan of Lower Deck, showing, marked thus ✗ the Watertight Doors or Covers to Watertight Spaces which may require closing in event of any part of the space between 94 and 83 being broken into by fire. It is assumed that such doors will close automatically in case of fire. In those in addition, should 94 Bulkhead be irrevocably damaged assuming that the Watertight Scuttles to Watertight Spaces have been already closed.

Encampment Yard
11th September 1875


Scale .8 inch = 100 feet

Chief Commissioner

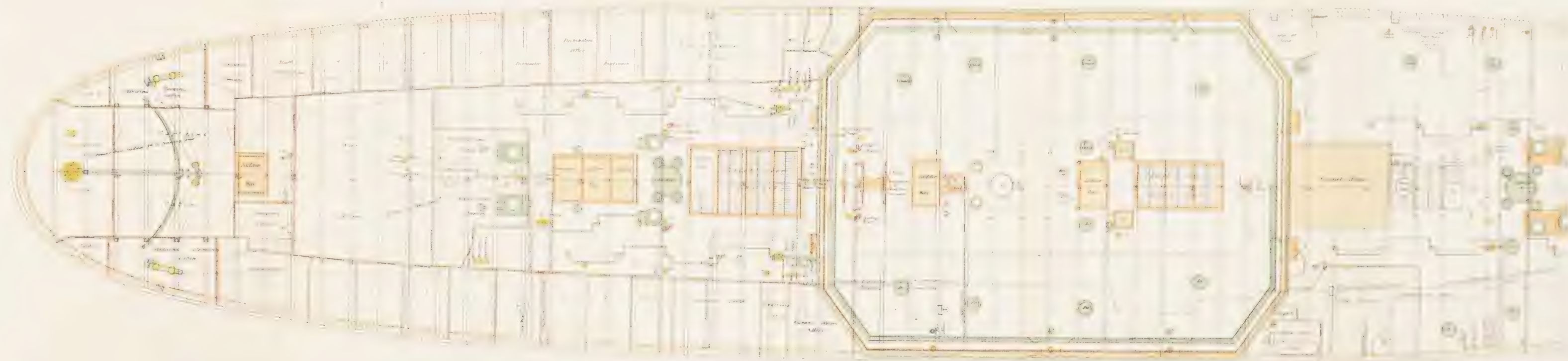
Chest
and Sleeping Room

Recent Periods Day & Sun nth

Drawn at Yard.
19th September 1871

"VANGUARD." - Part of Plan of *Main Deck* showing marked thus  the positions of the Deck-plates for working Watertight Doors which would require closing in event of any part of the space between 177 and 175 being taken into by a collision.

S. 64 10 1871



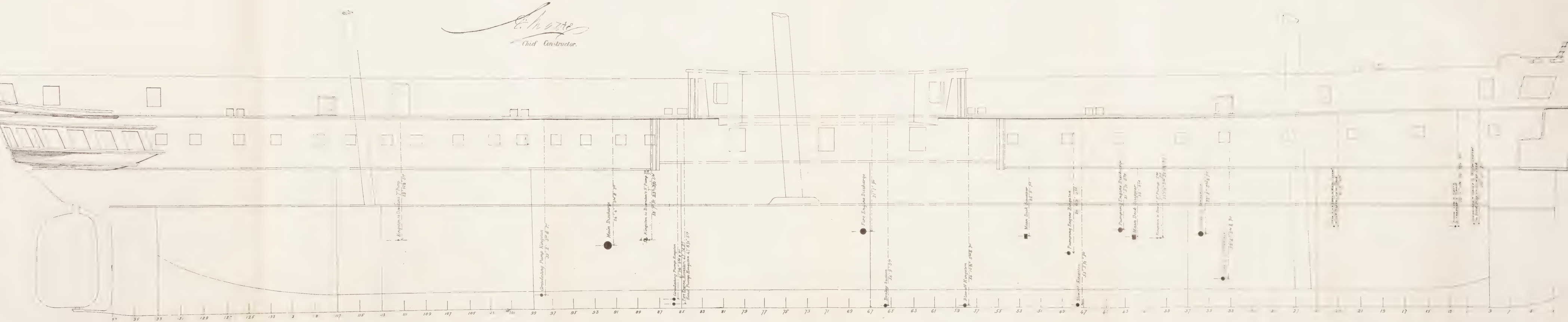
"VANGUARD."--Tracing, showing position of Holes in Bottom for Kingstons, &c.

Dartmouth Yard

14th September 1875.

E. H. M. S.
Chief Constructor.

Scale $\frac{1}{8}$ inch = one foot.



NOTE.—In each case the dimensions are given round the girth of the Ship from top of Upper Deck.

“VANGUARD” COURT-MARTIAL.

CHART PREPARED IN THE HYDROGRAPHICAL
DEPARTMENT OF THE ADMIRALTY,

ILLUSTRATING

THE TRACK OF THE RESERVE SQUADRON
ACCORDING TO THE LOG OF
H.M.S. “WARRIOR.”

(To accompany “Vanguard” Papers.)

ADMIRALTY, FEBRUARY 1876.

Presented to both Houses of Parliament by Command of Her Majesty.



Track of Reserve Squadron
on 1st Sep. 1853, from
10.30 A.M. to 6.30 P.M.
and of
Iron Duke & Vanguard to the Collision
0.20 and 0.50 P.M.
produced at Court Martial from
Log of Iron Duke

Warrior's (Flag Ship) position at
Noon and course therefrom from
Log of Warrior

Warrior Noon by Log. Kish Light Vessel W by N 2 miles

LD 0.40
Vanguard
0.50 Collision

LD 0.40
Vanguard
0.50 Collision

IRELAND

SHEET XVI

WICKLOW TO DUBLIN

SURVEYED BY COMD' FRASER, R.N.A. 1859

Wicklow Bay and the Outer Banks from Staff Comm' J.H. Kerr's Survey in 1874

The Topography is taken from the Ordnance Survey

Soundings: H.M.C. 12" Springs rise 12 to 14" Neaps 9 to 11"

Light: E. 1st Fl. Fl. Fl. Int. Int. Int. Rev. Rev. Rev.

Light: R. 1st Fl. Fl. Fl. Int. Int. Int. Rev. Rev. Rev.

Light: G. 1st Fl. Fl. Fl. Int. Int. Int. Rev. Rev. Rev.

Light: B. 1st Fl. Fl. Fl. Int. Int. Int. Rev. Rev. Rev.

Light: W. 1st Fl. Fl. Fl. Int. Int. Int. Rev. Rev. Rev.

Light: Y. 1st Fl. Fl. Fl. Int. Int. Int. Rev. Rev. Rev.

Light: R. 1st Fl. Fl. Fl. Int. Int. Int. Rev. Rev. Rev.

Light: G. 1st Fl. Fl. Fl. Int. Int. Int. Rev. Rev. Rev.

Light: B. 1st Fl. Fl. Fl. Int. Int. Int. Rev. Rev. Rev.

Light: W. 1st Fl. Fl. Fl. Int. Int. Int. Rev. Rev. Rev.

Light: Y. 1st Fl. Fl. Fl. Int. Int. Int. Rev. Rev. Rev.

